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messing about in BOATS

Special Features This Issue
"Newfound Woodworks' Regatta"
"Newfoundland Summer" - "The Wooden Sandbox"

Volume 15 - Number 13

November 15, 1997



messing about in BOATS



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Volume 15 - Number 13
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In Our Next Issue...

Tom Busenlener brings us a report on "The Madisonville Wooden Boat Show" and I report on the rowing matchups in the "1997 Oarmaster Trials".

We have two reports on happenings around the boathouses as Michael Davis tells of "A Weekend With Floating the Apple" and Sharon Brown sums up "The Summer at Mystic Seaport's Boathouse".

Don Pruitt describes the pleasures of "A Small Simple Boat, the Essence of Cruising", Greg Grundtisch reveals the affliction "Bad Boat Karma" and Gerry Gladwin supplies some panoramic views of Nova Scotia's coastline.

Peter Marshall visits "The Kit Builders of the Pacific Northwest", Bob Hawk tells about "Building the Glen L Sea Kayak", and Jim Wesolowski confesses his weakness for old wood in "A Boater's Tale".

Herb McLeod details his "One Sheet Skiff" design, Dennis Davis presents his "DD-18 Sailing Canoe" design, Phil Bolger offers "St. Valery", and we'll get in that 1896 *Pearson's Magazine* article on "A Boat That Propels Itself".

Finally, Paul Brown discusses what can happen when "Attaching a Pennant to a Mooring".

On the Cover...

September on Pemigewasset Lake at Newfound Woodwork's Regatta in Meredith, New Hampshire. Bill and Kathleen Haskell and sons Matthew and James enjoying the Newfound Rangeley Lake Rowboat, one of some 30 strip built small craft gathered for the day.

Commentary...

In my report in this issue on Michael Vermouth's 1st Annual Newfound Boatworks Regatta, I mention Michael saying that it wasn't his intent when he invited all those customers and potential customers to his on-the-water, try the boats weekend that those who brought along their own boats would share their own personal boats with one another. Michael's idea was that all who came could try his shop boats and enjoy their own. It was a marketing event. But it turned into a messabout as just about all who brought their own boats readily allowed others on hand to try them out.

Most of the boats had a very high level of finish, and the preponderance of bright varnish presented a gleaming array of craft one would hesitate to step into with sandy feet right off the beach. But this didn't seem to constrain the freely offered tryouts, and those undertaking to try the boats seemed particularly careful about that sand and not scratching the finish.

Nice behavior, and not unexpected as the people who came were all interested at one level or another in strip built boats and Newfound's array of kits for building them, and were greatly appreciative of this chance to see a fleet of them in one place, most available to try. This was not a boat show crowd which includes the usual sightseeing public and its often uncomprehending ways.

Michael's decision to organize this sort of gathering of the "clan", as it were, was sound, he attracted plenty of people, including many who had already built one or more of the boats he offers. These people became his salespersons as they expounded enthusiastically on their boats and invited potential customer/builders to take a trip out onto the lake, try it, you might like it.

Hard to beat a scene like this as a place to advantageously present your boats to an interested public. Your own private boat show. Not costly either. Michael arranged with the campground on protected Pemigewasset Lake to use their waterfront beach on a September weekend after the busy summer camping season was over. Many who came camped over for the Saturday and Sunday affair, day trippers paid a modest \$3 fee to enjoy the facilities. Newfound stood for charcoal grilled lunches, but otherwise all who came were on their own for food and lodging.

Roger Crawford's long established Summer Solstice Melonseed Regatta is similar in concept and hugely successful, as anyone who read my report on the 1996 gathering a year ago will realize. The synergy of enthusiastic owners of the boat you sell as

they gather in numbers just makes the event take off. Anyone coming to see what this is all about cannot help but get caught up in this enthusiasm. New orders can result.

Michael's product line is mainly for the home builder, he offers cove and bead milled planking for strip building, all the accessory stuff needed, and kits for those not prepared to build from scratch. He will build a finished boat to order, but these are not the mainstream of his business. So, unlike Roger's event, where all the boats are those Roger built, Michael has attracted the do-it-yourself small boaters, and if anything, they have even more enthusiasm for their boats.

To me this is pretty progressive marketing in this small boat trade, something sorely needed by most builders, who offer really good boats but have trouble attracting buyers. Michael has some other progressive arrangements too that are worth thinking about if you want to make a living building small boats. He has Antonio Dias of Wallkill, New York, doing custom designs like his Mini Grand Laker and Rangeley models. He offers kits of canoes designed by Mac McCarthy of Feather Canoes in Florida and Bear Mountain Canoes in New York. He also offers a kit for a Bear Mountain kayak, and now has hooked up with Nick Schade of Guillemot Kayaks to offer kits for six of Nick's designs.

Still more. Michael works with Chris Hardy of Marine Cam, who laser cuts piece parts for the kits and also co-designed a small double paddle boat called the Woolly Bugger, not yet in the catalog.

These different small boat entrepreneurs all operate independent businesses but work together in a cooperative arrangement that is mutually supportive. Thus they gain some benefits of scale while still remaining individually small. Is this a way out of that poverty trap that too many small builders, as well as wannabees, find themselves in? I think it shows a way for those who offer a product line, as opposed to purely custom building. It seems to offer benefits of partnerships without the almost inevitable drawbacks.

And the one shop boatshow, regatta, call it what you will. It sure worked nicely for Michael Vermouth on a nice September weekend. Think about that too if you have enough owners of your boats within a day's travel, and a list of potential owners who have inquired. Organizing a pleasant social weekend on the water (or just a one day affair even) at which they can see and try your boats and meet those who are already your customers sure beats sending out a catalog.

08:30: Arrive at marina and get *Aux 551* launched from dry storage. Clean up after messy birds. Top off VRO tank. Check lights, etc.

09:20: Crew arrives. Since new to this boat, orientation as to location of all safety gear.

09:30: Contact local Coast Guard Station, establish hourly communications schedule. Underway on safety patrol.

09:50: Pull from water a 2x4x8, clearly a hazard to navigation (worth saving for future construction projects).

10:08: Pull from water large tree root, hazard to navigation. Think that an "artist" would love the shapes.

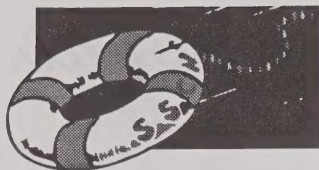
10:15: Check marina for potential pollution. None. Leave tree root in their dumpster.

10:50: See anchored vessel in "unlikely" location. When informed them we did not have jumper cables, they requested we find friend in another fishing vessel. On return past location, vessel was gone. (Good!)

11:35: Hailed by 18-foot jon boat. Could we do Courtesy Marine Examination? Boarded boat, leaving crew to run *Aux 551*. Issued "Seal of Safety."

12:10: Check marina for potential pollution. None.

12:20 Hailed by anchored 32-foot cruiser. Could we do CME? Boarded and found several major problems, including a very rusted



Small Boat SAFETY

From the Log of *Auxiliary Vessel 551*

By Tom Shaw, U.S.C.G.A.

propane tank that presented a real danger, "dead" fire extinguisher, flares two years out of date. Denied Safety Seal but left most appreciative boater. He had just bought her and wanted to know what, if anything, needed correction.

12:45: Called by Coast Guard Station who wanted current position. Whatever the

problem, another Auxiliary vessel was closer and was dispatched.

12:50: Checked marina for possible pollution. None.

13:15: Checked marina for possible pollution. None.

13:30: Made 180 degree turn and started for home. Commented to crew on the wonderful lack of trash in the ICW. It appears that all the environmental publicity is working.

13:55: Checked marina for possible pollution. None.

14:15: Went through Banks Channel, a very crowded area on weekends. Looked for much publicized "Sheriff's Patrols." Saw none. Crew observed that boaters (especially personal watercraft) were more circumspect than usual.

15:15 Spot PWC aground (well out of channel). Stood by until he was again underway. Hoped no sand in engine.

16:00 Return to home marina, refuel (24.1 gals). Wash down boat. Prepare to leave for home.

16:20 Boater in nearby slip requests CME. NOT what I really wanted to do. Older boat, new owner, several problems. Denied Safety Seal but believe owner will correct deficiencies (including inoperative bilge blower).

16:55 Depart marina for home. It's been a long and totally routine day in the life of one Coast Guard Auxiliary.

"The Old Ed Stories"

By Eric P. Russell



Up the Mast

Two of the most dangerous jobs aboard a vessel are setting an upper mast into place and lowering it to the deck. Most vessels that have upper masts have only topmasts above the mainmast. These are set through the crosstrees and into a platform called the heeling. The heeling has a hole that is large enough to allow the mast to pass through on its way up or down. There is also a smaller hole athwartships for a pin called a fid to lock the whole mess into place.

Once the top of the mast is through the crosstrees, the complete gang of rigging has to be attached. Then the mast is hoisted the rest of the way and the fid is pushed through its hole. The man doing the pushing then calls out "she's home" and everyone relaxes for about three seconds before they begin to set up the rigging and make the spar fully functional. Removing a topmast is done in exactly the opposite order.

As you can imagine, this job is not done on a whim, especially at sea. About the only reason that a topmast would be removed at sea is that the captain would be getting ready

for a hurricane and needed to reduce weight and windage aloft. Even so, it is not likely that a coasting schooner, with its short crew, would attempt to reinstall it at sea.

Aboard the *Barbara N* of Jersey City, there were only three of us. As the "boy," I went aloft most of the time, climbing the ratlines to set the topsail, check the gear, clear furls, and so on. Once, on our way back from Martinique, the bottom dropped out of our barometer and we saw the line of clouds that indicates a hurricane. Considering that we were heavy laden, the captain elected to lower the topmasts. The main topmast was gotten safely on deck and securely lashed.

When it came time for the fore topmast, though, the sea had gotten up a nasty, irregular, motion. Captain Iverson had us go ahead anyway. He took the vertical part of the halyard and the mate took the tail of the line. All went well at first, the spar was raised the half-inch needed for me to knock out the fid and remove the wedges that kept the mast firmly aligned in its hole in the cap of the crosstrees. From here on, my job was to control the tackle

that kept the head of the mast under control. We would have been fine had not a rather large wave followed by another, even larger, struck us in quick succession.

A sailor's instinct is to hold on to something, anything. I clung to the crosstrees. Captain Iverson held on to his halyard. This last would have been fine, had the mate been able to retain his hold on the tail of the halyard. As it was, he was holding himself to the shrouds to keep from being washed overboard. This left the captain the only person on the halyard and, as he weighed less than the mast, he was hauled aloft, being struck by the heel of the mast on his way up.

When the foot of the mast reached the deck, the captain reached the block in the crosstrees. All would have been well, except that when the head of the mast landed on deck, he weighed more than the lower part of the mast and started coming back down to the deck. The heel of the mast rose to meet him, striking him again, this time on the hip. Still, he hung grimly on. Finally, he struck the deck, injuring himself once again. In his dazed condition, he accidentally let go of the halyard and the mast once again returned to the deck, landing on his back.

When he regained consciousness in his bunk, the hurricane was raging. As painful as it must have been, Captain Iverson got himself on deck and helped the mate and me get the *Barbara N* safely through that storm. He truly was an iron man.

In all the time I knew him, he never spoke a word to me about letting that control line get away. I don't know if he had any words with the mate, either. Both of us continued to sail with him for several years. I never again lost control of a line.

You write to us about...

Your Experiences...



Cruising With Jim

I've just returned from a five day cruise of Lake Powell with our "peripatetic road warrior", Jim Thayer. He sailed his Duckah (complete with new molded deck) and I used my Sea Pearl. Jim has promised to write an article on this trip (the latest in his Kokapeli series) so I'll spare you the blow by blow account.

Suffice it to say that we had some great sailing, with fair winds most of the way. The water was warm, the weather moderate, and the jet skis not too buzzy. We camped in some lovely canyons, and tried to hike a bit, but the wet summer had left a bed of mud in most of the narrows. Our strategy of sailing up river (and downwind) from Bullfrog to Hite worked well enough that plans are in the works for a longer passage from Wahweep to Bullfrog in 1998.

These adventures are made possible by your networking efforts with *Messing About in Boats*, so thanks again and keep up the good work.

Steve Axon, Salt Lake City, UT

A Fun Summer

I've had a fun summer. I bought an old plywood Owens cabin cruiser earlier this year so that we could cut her up and get the engine which had only 350 hours, all in fresh water. When I looked the boat over she seemed too good to cut up but not good enough to fix, so I launched her and put her in a slip Old Saybrook. Now we cruise the river in our \$500 yacht, looking at all the people with their multi million dollar Browards and Feadships.

Boyd Mefferd, Canton, CT

Really Encouraged Me

Larry Thomas' success in this year's Blackburn Challenge in his Doug Bushnell Wave Excel kayak has really encouraged me. I'm slowly learning to paddle this beautiful racing kayak. Up to now I've avoided anything but flat water in my Excel. After reading your description of how rough the sea was at the Blackburn where Larry was first kayak and fourth overall I will try to be a little bolder in mine.

Dick Bridge, Laurel, DE.

Your Needs...

Penn Yan Lines

Does anyone know where I can obtain lines or offsets for a 12' Penn Yan Cartopper or Swift? Any other information relative to making one of these would be appreciated.

Ron Bernard, P.O. Box 323, Lakeshore Dr., Strafford, NH 03884.

Your Opinions...

Original Seabird More Beautiful

In the September 15th issue the Seabird '01 is far more beautiful than the Seabird '86.

Henry Hollander, Wilmington, DE

A Shadow on Using Lauan

Regarding Jim Michalak's "Recent Observations About Materials", he cast a shadow on the use of lauan plywood as a boat building material that does not square with my own experience and may put some folks off from considering it.

Having built four boats from the material, two tenders for my sailboat (polyester resin) and two kayaks (epoxy) I have not had any delamination problems whatsoever. The oldest of the tenders is now eight years old and has always been stored outdoors and on the water for months at a time. I've even had untreated sticks of lauan survive six months of exposure to a wet corner of my workshop floor without any signs of delamination, for whatever than's worth.

I wouldn't hesitate to use lauan again. There are better plywoods to be sure, but at \$12 a sheet, versus \$50 for the exotic stuff I've found the lauan very adequate.

David Buckman, Gilford, NH

Solo Dual Paddling

To me "forward rowing" seems a misnomer. Why not call it "solo dual paddling", which it is. While the left hand pulls the paddle aft, the right hand basically pivots the paddle handle traditionally. In this "forward rowing" we have the handles of both paddles pivoting at a fixed point amidships so that while the left hand pulls a paddle aft, the right hand is now free to do the same thing with another paddle. Dual paddling by one person.

Let's save the term "rowing" for the old full stroke see-where-you've-been type of propulsion. "Forward rowing" is not rowing, I submit, it's simply paddling with both hands assisted by new props. The "Row Frontwards" ad on page 24 of the October 1st issue clearly shows this.

Charles Hewins, Philadelphia, PA

I Like the Square Rig

Personally I like the square rig, its modified version the lugsail, and the further modified version of the latter, the split lug. But for many centuries, small, very small, craft used square sails.

The square rig, I was told by my mentor, an old-time square rigger captain, was the ideal sail for voyaging, whether it was with a three-masted vessel, or some local peanut setting off for some offshore island. The latter should do so when wind and weather served, which a good skipper of a sailing barge (who could tack) would do even when crossing such a pond as the Zuiderzee in Holland, in my youth.

The former knew his winds and currents. A more modern illustration: Two modern sailing yachts left the Canaries for Cape Town. One followed wind and current, clear across the Atlantic to the Brazilian coast; back to the Cape by the prevailing north-westerlies. They arrived rested and in good shape.

The other selected to battle it out against the prevailing winds that go north along that part of the African coast. The distance is probably not even half of what the other did. They arrived at the Cape a week or ten days after the other in spite of the shorter distance. The crew was frazzled, and so was the rig. Not for nothing the term is "beating to windward".

Richard Carsen, Flagstaff, AZ

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Your Projects...

Making Seams Watertight

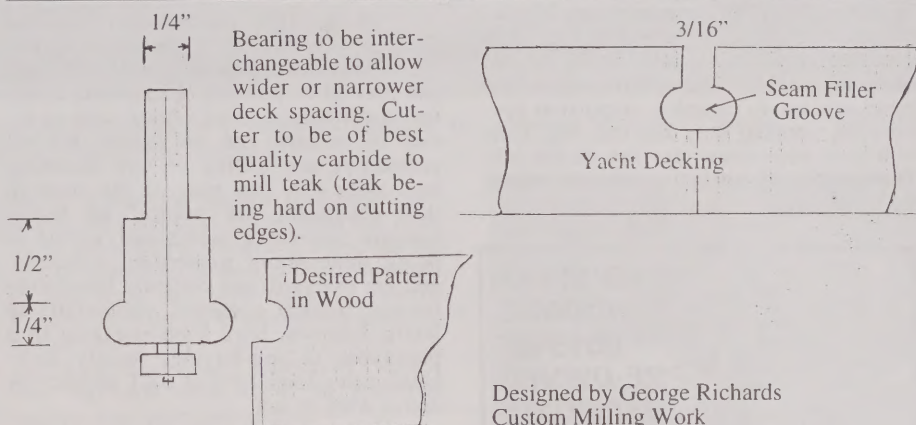
Il Vaporetto is my version of a Pete Culler designed skiff, the plans I got from George Kelley in Hyannis, MA. I don't believe this design is suitable for the amateur builder due to the fantail transom and extra heavy scantlings.

However, I would like to share my method of making seams watertight. I use a special router bit as shown in the sketches to mill the mating edges of the planking. Sika-Flex 231 extruded into these milled seam gaps hardens enough in about 48 hours to be sanded flush, and then the topside seams can be routed 1/8" deep with a straight router bit using a batten as a guide. This gives the seams a classic look and probably won't require further treatment over the years.

Il Vaporetto used 24 of the 12 ounce tubes of Sika Flex. She is 16' long and diagonally planked on the bottom. I am now building a Weston Farmer 21' Poor Richard which has used 36 tubes. It is also diagonally planked.

Il Vaporetto has been used three seasons on salt water at Cohasset Harbor. Recently the boat was hauled out and I had a chance to examine the seams. She had not leaked and the seams look just fine.

George Richards, Jr., 64 Pond Ln., Randolph, MA 02368.



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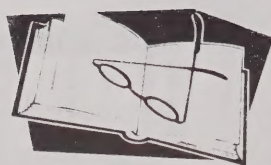
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In recent years, highly visible oil spills triggered several international agreements, the federal legislation known as the Oil Pollution Act of 1990 (OPA 90), and various state laws. (By the way, do readers know what was the largest marine oil spill of all times? The answer appears at the end of this review, and I'll bet you never heard of the incident either). Now, the entire fleet of American petroleum carriers is being scrapped and replaced by double-hull vessels. In addition, tankers over 5,000 tons must be escorted in certain constrained waters. (In years to come, legislators may also require escort of other shipping carrying large amounts of fuel oil and other potential pollutants, especially the very large container ships that often carry more in bunkers than a small tanker).

Escorting large ships requires large, powerful tugs. The phrase "Best Available Technology" (BAT) appearing in legislation has been interpreted by many to mean that such tugs must have Voith or azimuthing drives. Others don't agree that these expensive, complex propulsion systems are needed; they say that big, conventional, twin-screw tugs can do the job. The jury is still out but it looks as though BAT will win.



Reviews

Tugboats & Towboats: A 1998 Calendar

\$10.95 (including postage & handling)
Harbor Images, P.O. Box 1176, Richland, WA 99352
Review by Hugh Ware

At the 1996 International Tug and Salvage Convention, participants agreed that increased expenditures on education and prevention probably would have a better payoff than reactive efforts such as escort of tankers. But no matter, the oil companies are willing to hire escorting tugs since they can pass on the costs to their customers, the "greens" are happy because something active and visible is being done about preventing pollution, and the shipyards are certainly benefitting because tugboat operators, particularly in North America, have been engaging in a paroxysm of tug-buying, mostly new-builds using some form of BAT whether for escort work or not.

Matt and Judy Lyon's latest calendar shows a couple of examples of tugs with BAT. Unfortunately, neither is a tanker-escort tug. January has an up-close-and-personal shot of the Canadian reverse-tractor (azimuthing drives at the stern) ship-assist tug *Charles H. Cates X*. The winch on the foredeck shows her propulsion is aft. She is steaming past with crew members on the foredeck very interested in the photographer. (It could be that the tug is being shown-off especially for Matt and Judy, something that happens more frequently as their reputation grows). All the tugs in this fleet are named *Charles H. Cate* some-number.

March's photo shows an orange-hulled and very functional modern tug with a pale yellow superstructure and bent-over blue stacks half buried in the sides of the big wheelhouse. The colors look cheerful against the flat gray of the big submarine tender *McKee* she is working. *C-Tractor 8* is a true tractor; her line to the tender leads through a staple aft, showing the azimuthing drives are mounted forward. Especially interesting is the fender mounted just below the wheelhouse; it looks like the wing of a manta ray but does a good job of protecting the tug from overhanging naval vessels like aircraft carriers.

C-Tractor 8 and its several sisters are interesting examples of how private initiative is saving big bucks for the Navy. Edison Chouest Offshore built these very modern tugs in its own shipyard and charters them to the Navy along with their two-man crews. Each tug replaces several Navy tugs, each manned by ten to twelve

enlisted personnel that can be better used on larger warships, and a *C-Tractor* is far more effective than any twin-screw tug. Edison Chouest also charters other ships to industry and the government, including the big Antarctic research vessel *Nathaniel B. Palmer*.

The calendar does have one example of a big conventional tug of the kind that some believe can execute a tanker escort job. She is a big, raised-forecastle tug of 7,000hp, the biggest tug in the large Great Lakes Dredging fleet and is used to tow their barges and dredges. I was right alongside Matt in Portsmouth (NH) harbor in a small boat operated by my nephew Jock Wright when Matt took December's *William J. Colnon*. Imposing is the right adjective here.

Most tug fleets seem to have a boat or two that has a special character of its own. February has the *Isabel McAllister* cutting around the stern of an outbound freighter on the St. Johns River in Jacksonville. The flashy new Broward Bridge in the background. Brightly painted with black hull, red house and red stack with two distinctive white stripes marking the McAllister fleet, the *Isabel* is leaning over as she makes her turn. Matt was aboard her and said she didn't seem to list much. But earlier that year, I photographed the *Isabel* making a cut and she certainly heeled a surprising amount then! Recently, old-timer Capt. Cecil Payne told me of running the *Isabel*. He went to his boss and said, "That tug's gonna roll over some day!" When asked, "Has she rolled over yet?" he had to admit that she hadn't. He was then was told, "Well, she isn't going to either." And that was the end of that!

The calendar has a couple of little cuties. *Creole Miss* has a small construction barge on the hip. She looks well-cared for. *Capt. Red* passes close below the camera, a study in neat black and white in spite of her name. And there's one oddity, a very long and very low *Orion*, looking capable of passing through the eye of a needle or under a very low bridge. (The bridges in San Francisco are high, as I remember.) And this tug started out as a Navy tugboat too. Most odd! I'd like to know the story of why she was built that way.

The last photo I'll comment on shows the frenetic goings-on at the annual Olympia Tug Races. The little ex-Foss log tug *Joe* is streaking along, right in the middle of her class. Future calendars won't have a Lyon's shot of *Joe* racing this year for Judy and Matt were on the *Joe* in this August's race. All in all, another good calendar, another study piece for those fascinated by tugs and towboats.

The largest marine oil spill? No, it wasn't the *Amoco Cadiz*, *Torrey Canyon*, *Exxon Valdez*, *Braer*, *Sea Empress*, On July 19, 1979, off the coast of Tobago, two ULCCs (Ultra Large Cargo Carriers, tankers over 300,000 deadweight tons each) approached each other and collided. The *Aegean Captain* was safely salvaged but the *Atlantic Empress* with 350,000 tons of oil on board, burned, exploded, and eventually sank. This gigantic spill never made the papers; out of sight, out of the news, perhaps?



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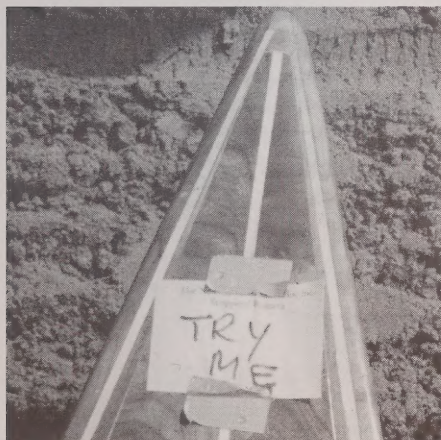
HARBOR IMAGES
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Eight gleaming stripper canoes on the beach. From the foreground are a Peterboro Champlain 16', a Nomad 17', a Bob's Special 15', a Nymph 12', a Chestnut Prospector 16', a modified E.M. White, and another Nomad 17'.

1st Annual Newfound Woodworks' Regatta

By Bob Hicks



Michael Vermouth's first attempt at a sort of messabout for customers and friends of his Newfound Woodworks was so encouraging that he is already thinking about next year. The sun shone on pretty Pemigewasset Lake in the heart of New Hampshire's lake country on the September 13-14 weekend, the beach at the Clearwater Campground had been nicely raked for a setting for some 30 strip built boats his customer/builders had brought, and the "Try Me" tags on many of them invited their enjoyment by about 140 interested small boat folks. Michael and his assistant Missy Traher were on the beach to answer any and all questions about Newfound's products.

Michael said he hadn't intended that his customers necessarily share their boats with the assembled multitude, but they enthusiastically chose to do so. His initial purpose was to let prospects try out Newfound Woodworks' boats. It was a great opportu-

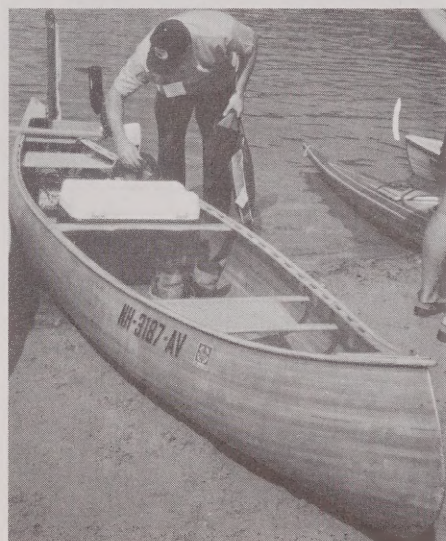
nity to experience just how nice these craft can be, all built from kits or bead and cove strips supplied by Michael's shop. He had sent invitations as far west as Ohio and south to Maryland, and also included eastern Canada. He believes those who traveled the furthest were Phil Tolson of Scranton, PA and Matthew and Judy Bastian of Ottawa, ON. Included were about 20 potential builders who had inquired about his kits.

Also included were Jane and I, we hadn't been to anything of this sort organized by a builder/supplier, nor in this part of New England. So we made the two hour trip on Saturday. It was a pleasure meeting many of the enthusiastic owners who had built Newfound kit boats and also trying out three of the rowing boats on hand. I didn't opt to paddle any of the canoes as I am not a canoeist, nor did I try out Nick Schade's Guillemot sea kayaks, they're going to be the subject be an upcoming article later on.

Since he decided to switch over his woodworking millwork business to small boats, Michael has steadily expanded his offerings. The bead and cove basic stripper strips he supplies were a beginning. Later he began to add plans and kits for canoes, working with canoe builders Bear Mt. Boats and Feather Canoes, and then joining with designer Antonio Dias for two unique rowing boats. Now Michael can supply four double paddle canoe designs, seven traditional single paddle canoe designs, six sea kayak designs (five of these Guillemots) and two rowing boats.

While Michael offers only two rowing boats, both of which I tried out, a third was there built by Fred Ouimette from New York. Fred's was the only painted stripper, eschewing the gleam of varnish, and it was a beauty. Fred designed his boat from lines taken off an uncle's old skiff, it has a close resemblance to the square stern Rangeley that Antonio Dias designed for Michael.

Pictures tell this sort of story best so here is a selection showing those boats that caught my eye.



Brian Beard built this modified E.M. White Guide for fishing, an electric trolling motor is optional power.

The kids took to the the kayaks with enthusiasm.





Nick Schade (left) was on hand to talk about his Guillemot sea kayaks, of which Michael supplies kits for home builders. Nick has had to offer a simpler straight line deck planking design for those new to such boatbuilding, his complex inlaid graphics are really asking too much of most of us. One potential paddler took a dip just getting in, so a dewatering exercise had to be carried out before he could try again, successfully.



15' BOBS SPECIAL

Traditional Pleasure Canoe

From the 1950 Chestnut Canoe Co. catalogue - "The Chestnut 50-lb. Special has been designed to meet a certain demand for an extremely light weight canoe of good carrying capacity and has proved very popular. Owing to its width and flat bottom it is very steady and the ends are low, making it easy to portage through the brush."

Forty years later it is one of their better known models, favored by fishermen and solo trippers. The moderate rocker and soft bilges should make this a great canoe for traditional style solo paddling.

In order to adapt to strip planking, some modifications to the original lines have been made. A keel was recommended on the original canoe because of the light weight ribs and planking. Since they are not saying it is for directional stability, we can assume that the keel is optional. A canoe of this shape and length could benefit from a keel for directional stability and protection to the bottom.

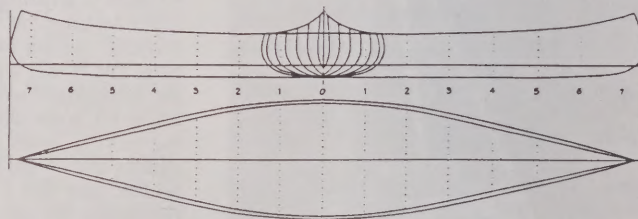
Note:

The Bobs Special canoe can be built at a 16' length by using 13" station spacing.

SPECIFICATIONS

LENGTH	15'
MAXIMUM BEAM	36"
DEPTH	12-13 1/2"
BOW HEIGHT	19"
WEIGHT	45-50#

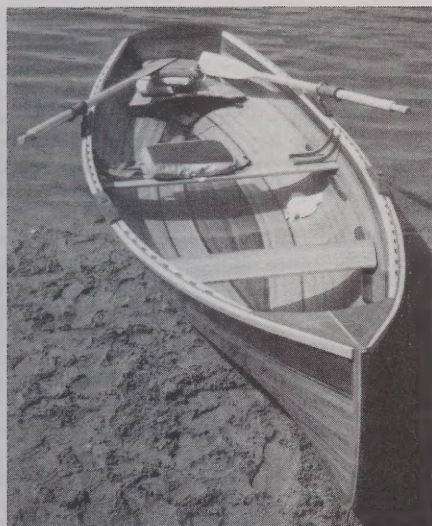
The Bear Mountain Bog: Shop
Lines taken by Ted Moores: 7, 1993
Modified & Drawn by Steve Kilgus 12/1994
Plans Package \$45.00



A 16' Bob's Special built by Newfound Woodworks.



At left: Fred Ouimette's boat was also a pleasure to row once I adapted to the pinned oarlocks. Fred fishes on a New York City area reservoir where only fishing boats are allowed, he uses a small outboard at times fitted to a special mount that attaches to the transom. Unlike the Newfound Rangeley, Fred's boat was setup only for solo use.



Above: Newfound's 15' Rangeley was designed for Michael by Antonio Dias and was a pleasure to row.

Below: Tom Harvey (right) built this Mini Grand Laker, also designed by Antonio Dias for Newfound, as a fishing boat to be propelled by the small Honda outboard he's fitting. My attempt to row it was frustrated by the very low oarlock positioning on the low gunwales and the low end oars. Tom had fitted the oars just for this gathering but was happiest when he got the Honda going and could take people out in the boat as he intended it to be used. This is an incredibly stable boat, one in which a fisherman could safely stand while flycasting.



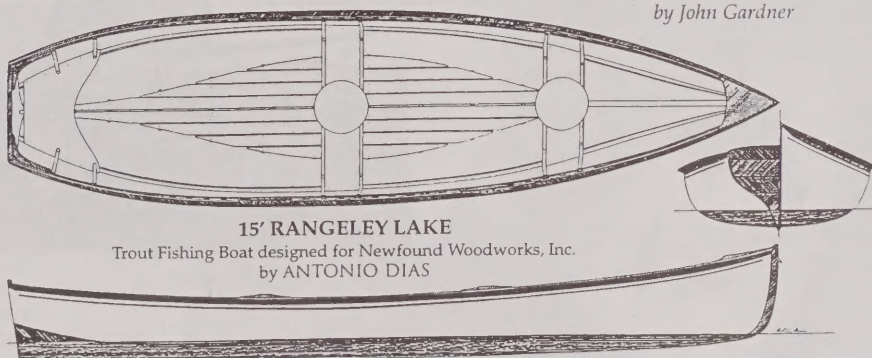
THE RANGELEY BOAT

SPECIFICATIONS

LENGTH	15'
LENGTH AT WATERLINE	14'8"
CAPACITY	600#
BEAM	46 $\frac{1}{2}$ "
WEIGHT	85#

"The Rangeley Boat is a distinctive American sporting boat that has been in use on the Rangeley Lakes of Maine for something like 100 years, and was well known to past generations of fishermen for its numerous excellent characteristics. It was not limited to the Rangeleys, for by 1900 it was in common use by fishermen on the Belgrade Lakes, on Sebago Lake, and on other lakes in western and southern Maine."

*Building Classic Small Craft, Vol. 1
by John Gardner*



15' RANGELEY LAKE

Trout Fishing Boat designed for Newfound Woodworks, Inc.
by ANTONIO DIAS

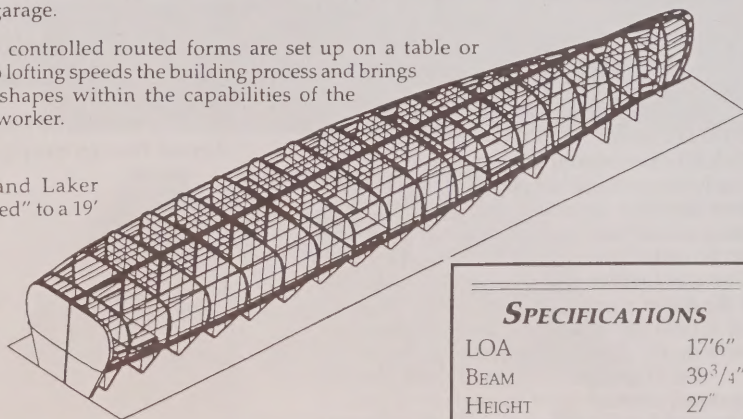
The Rangeley was designed by Antonio Dias and based on the traditional guide's fishing boat from Rangeley Lake, Maine as described by John Gardner. Our standard length is 15'. It can be built at a 17' length. The original Rangeley boats were cedar lapstrake construction with ribs on the inside. Our version is cedar strip-built with epoxy resin and fiberglass cloth providing strength and protection inside and out.

THE MINI-GRAND LAKER

This updated version of the traditional guide's fishing canoe of Grand Lake, Maine is designed by Antonio Dias. It is sized to be convenient for car topping, construction and storage in the typical garage.

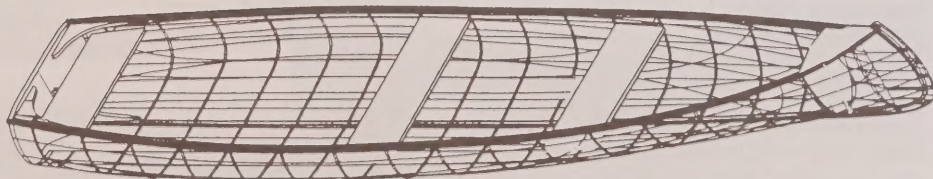
The computer controlled routed forms are set up on a table or strongback. No lofting speeds the building process and brings sophisticated shapes within the capabilities of the average woodworker.

Note:
The Mini-Grand Laker can be "stretched" to a 19' length.



SPECIFICATIONS

LOA	17'6"
BEAM	39 $\frac{3}{4}$ "
HEIGHT	27"



People kept rolling in, with car-toppers, trailers, campers and RVs. They knew that something was happening. It's amazing how far people will come to just clink around in little boats. This year, of course, we had an actual competition. OK, maybe not an actual competition. We had our first ever Pelican race, dedicated to the memory of Eric Haugen, with a real prize, the Eric Haugen Memorial Trophy. The "winner" each year in the Pelican race gets to keep the trophy until the following year. This is no small honor, either. There are many categories you could win with. This year it was for Longest Time on the Course, next year it could be for First to be Disqualified, and the following year the winner could take home the trophy for Most Congenial Entry. Who knows? These are coveted titles and the Scuzbums' version of "Race Nazis" will be out again in force next year,



Randy and Annie in Berk's electric kayak.

vying for the prize. The prize, by the way, a beautiful wood plaque with a floating pelican logo in a contrasting wood and a small brass plaque to note the year, was created by Kim Apel and Gordon Bundy, a pickier pair of craftsmen you couldn't find.

As far as unusual boats, the much-heralded Privateers didn't show, nor the Charles Radcliff (mini topsail schooner). But we were totally amazed and impressed with one of the least-heralded attendees, the electric kayak, designed and built by Berk Eastman. That man has no end of inventive brain tissue. That boat is so comfortable and so easy to operate that if the driver passed away, no one would realize it until the battery ran down or he didn't show up for dinner, whichever came first..

The Baywood Navy, known for running aground, showed up in force. New members Terry and Carol Ammen brought the beautiful and fast Delta dinghy, John and Stephen Neiswanger brought a spiffy El Toro. (Next year, the Scuzbum won't have a chance against Stephen!) Norm Tiber, *B. Navy's* new editor, came, along with regulars Hagar The Horrible (aka Eric Olsen), George Hinds, Tim Frein, Steve Frein, and Jack Moore. They brought a stable, easy to handle working skiff which could hold all of them (or one fisherman and 10

Scuzbum's Giant Five-Day Messabout

By Annie Kolls



The Scuzmum's Picaroon.

a large catch of flounder). Cosmetically plain, she nevertheless had a solid grace that the Scuzmother found to her liking..

Val Herman, who owns the *HMS Ducky*, a prim and perky lap-

strake dinghy, was way out in the bay in another dinghy (not so stable) and suffered an extreme lee lurch.. This happened when no one was around to scoop her up immediately, and she made a crucial error when the powerboat which came to her rescue was sent away for help. Vat got a bit cold, but this capsizing turned out well, as no person or boat was lost. But let me remind you Scuzbums, you should practice capsizing with your boat in shallow water or near the shore. This way, when it really happens accidentally it won't be such a shock. I have observed that the immersion seems to suck out the brain of the capsizée immediately, and you easily forget the first rule: "Get the humans out of the water NOW. Worry about the boat and the floating debris later."

Longtime long distance member, Dennis Farrel, brought a West Wight Potter, a teeny, tiny pocket cruiser. He invited the Scuzmum for a sail and told her on the way out (downwind) that the Potter didn't come about worth a darn. When she took the tiller, sure enough, she couldn't get that damn thing to come about. She tried many times. She told him if it were her boat, she'd kick it in the bum and get another one. After many futile tries, Dennis suggested that she go forward and put her weight above the centerboard trunk while he tried to come about. She looked at the trunk and said to Dennis, "Dennis, is your centerboard down?" Dennis blanched, grinning broadly at the Scuzmum and said, "Don't tell anyone I forgot to put it down, OK?" The Scuzmum said, smiling, "Don't worry, I won't tell a soul, Dennis."



Mark Klopfenstein in "box boat" with over 7,000 road miles on it.

Leland Foerster rowing Bill Horner's Peabod.





Special thanks to photographers Karen and Paul Ocorr, Kim Apel, Paul and Kathy Klopfenstein, Greg Hogan, Scuzbum, and, of course video-cinematographer John Canning.

(Reprinted from *Scuzbum's News* newsletter of the Southern California Small Boat Messabout Society)

Left: Mary and Questali Hogan in *El Toro*.

Below: Scuzbums fit a Sunfish sail to a cartopper.

Bottom: Tony Groves and Gordon Bundy in *Ruby Begonia*, winner in "Best Varnish" category.

Bob White, Champion Boat Buyer and Commodore of the Desert Division of Scuzbums, brought the ever-popular *Thistle*. Lots of fun. Joe Tribulato brought his beautiful new kayak, which shows a high level of craftsmanship. Probably the most elegant boat at the messabout was Bill Homer's newly-restored Peapod. Rigged as a yawl, she is a picture of classic elegance. If you saw the boat somewhere, with no one around, you would know immediately it was a Bill Homer job. Flawless. Tony Groves came for fun. He brought his Sunfish and mischievous spirit. Nice to have him back.

John Canning, winner of the coveted(?) Founders Trophy (awarded each year for service to the club above and beyond the call) brought his sail-rigged Adirondack Goodboat and his video camera. He is shooting a "portrait" of each member and their boat (or boats), which includes a short interview relating the origins of his boat and then some footage of the boat underway. Edited, this tape has music in the background and will be shown at the annual boatless messabout, and will be kept in the Scuzbum archives as a historical record. When the video is closer to being complete, copies will be made available.

Klopfensteins were seen everywhere. Mark (who won the plans for the mini-tug at the raffle) and Bev brought the blue schooner *Therapy* as well as four members of the Beihl family of Garden Grove. A couple of square dinghies (no red schooner) came with Paul, Kathy, David, and Abbey.

New member Chris Rubel brought his sweet wife Katherine; Annie, Mary, Questa Li, and Greg Hogan came with their car-topper; *Pelwaneers* Gordon Bundy, Roger Nelson and granddaughter Stacey, Sabin Mroz, and Don Belding duked it out on the race course.

Rich and Andie Hall, Bob Holland and friend Dolly, Lonnie Cope, Jeff Saar, Charies Rogers, and the Sea Scouts (sounds like a musical group). Mike and Donna Lewis, Dan Rogers, Elaine Townsend. Paul and Karen Ocorr, Jim Mayberry and wife, Brett Morris, Nils Anderson, Abel Lopez, Kirk Bundy, George Lautenschlager, Roger Gaefke, Bill Lausten, Larry White, and, last but not least, old-timer Randy Ames with his wife Jeannie and his pretty little Bolger Bobcat, *Gatito*.

Mark and Bev and Paul and Kathy charmed the starry-eyed attendees at the bonfires. I especially love the ballads "The F-word Song" and "You're Always Welcome at Our House." The sea chanteys were fun, with antique lyrics and salty intonations. After a couple of days of messing about in the sun and a hearty meal, and then the mesmerizing effect of the bonfire scene, I'll bet every one of us slept like babies (with a little dab of charred marshmallow stuck on the upper lip).





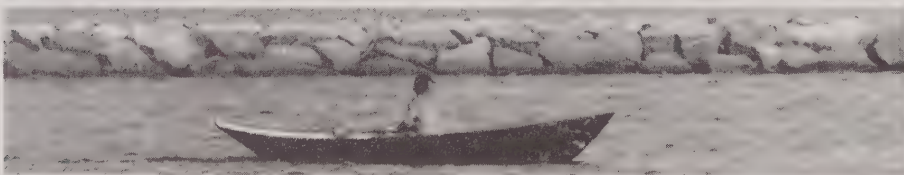
The old surfboat, *John Warren II*, restored by Cohasset High School students under Jack Hubbard's guidance, crewed by those students, finished the race in 62:18. Jack would have been pleased by, and proud of, their effort.



The Scilly Isles gig *Port of Boston*, winner of the traditional multi-oar class.



Pilot of Hull and *Kittery* of Kittery, two more Scilly Isles gigs.



Jack Hubbard Memorial Minot Light Roundabout Pulling Together in His Memory

By Bob Hicks

Our subtitle comes from a story in the *Quincy Patriot Ledger* about the 1997 Minot Light Roundabout rowing race, a creation of the late Jack Hubbard. Jack was found dead out in Cohasset Harbor last spring on one of his routine morning rows, apparently victim of a stroke. He was 72.

Jack had been a regular in his *Cohasset Comet* Alden for years at Alden gatherings as well as at other New England ocean rowing events, and had undertaken to organize this annual event focussed on the famed Minot's Ledge lighthouse off his home harbor. On September 6th, in recognition of all he had done for rowing, about 80 rowers in 40 boats, 25 Aldens and 15 traditional types, including four big multi-oar boats, gathered to participate in Jack's honor.

We went down to view the event but found this to be a long distance effort. The start was out in the harbor beyond even telephoto range and we had to leave early prior to awards as we had an evening engagement. But I shot a few photos as the boats came in, nice to see the four big multi-oar craft there.

Conditions were mellow around Minot's, where giant seas often break high on the tower in rough weather, and the light itself, quite a ways out, appeared much nearer and smaller than it really is. The distance became apparent only as the boats reached the vanishing point amongst the small waves while still on the way out.

Hargy Heap, who is pretty much Mr. Alden around these parts, won the travelling trophy, having come down from Yarmouth, Maine to finish second in the Aldens. This award, a black Cohasset Colonials chair with a plaque attached honoring Jack Hubbard, is "more for someone who displays spirit and great love for the sport, rather than winning", according to a race spokesperson.

Fastest time for the 5 mile race was set by the Alden double of Frykman and Karamanlidis at 42:22. The women's double Alden of Arenberg and Woodlock finished in 43:38. Carrying on for women power, Kate O'Brien set a women's solo winning time in her Alden of 44:52, faster than the men's solo winner, Larry Cabot in 46:27.

How'd the traditional boats do? Well, the Scilly Isles gig *The Port of Boston*, crewed by Cohasset, Hingham and Hull residents, finished in 48:41 to win over the four boat field. Bob and Judy Yorke of Scituate won the traditional double in 60:10 and Ken Maitland topped the traditional solo in 61:42. Can't match those Aldens for speed.

It's no contest between the Alden sliding seats and the traditional oar-on-gunwale, but it's nice to see them both in the same event.

Short Ships' Race

From the Apprenticeshop of Rockland

The Apprenticeshop of Rockland crew and boats helped kick off the Short Ships' Race in Rockport, Maine on September 14th. The harbor of Rockport has certainly seen strange sights, but on that Sunday morning at 8:45 a.m., it experienced yet another as the Apprenticeshop's 35' channel cutter *Mary Perkins*, skippered by Capt. Bill Zuber of Friendship, appeared out of the thick o' fog towing eight rowing boats of various designs in a great long string with one 38' 18th century French gig towed alongside.

As this was taking place 15 other small rowing craft of all descriptions were being made ready by both the young and the chronologically advantaged rowing enthusiasts in response to Bill Gribbels' invitation to the Annual Short Ships' Race.

At 9:15am, as the fog began to dissipate somewhat within the harbor, the race began in what appeared to be a wild flailing of oars ranging from 6' to 14' in length. The *Mary Perkins* was designated to watch over the disparate fleet that was to find Curtis Island (the one with the light house) in Camden Harbor, round it and return to Rockport. It soon became obvious after rounding Indian Island that the ability to keep a watchful eye aboard the *Perkins* might be somewhat diminished as the visibility shut down to about 200'.

After positioning ourselves in the middle of the course, we did manage to either see or hear ancient traditional vessels from Turkey and Norway, along with a 130 year old Adirondack long boat, an Apprenticeshop built 18th century Bantry Bay Admiral's gig, an Alden rowing shell, some kayaks, Eddy Kelly's 1902 peapod and the 24' double ended plywood *Banana Split* owned by Stephen Barnes.

Following the race, we counted bows and noses and found all the boats and all people accounted for despite the remarks of several lobstermen.

An excellent catered chicken barbecue was hosted by Bill Gribbel and several trophies were awarded:

First overall, Richard Saltonstall in his Alden Ocean shell; Second place, *Banana Split* crewed by Bill Gribbel, Ben Fuller and Sandy Bolster.

The Tallest Person In The Smallest Boat, Peter Clapp, a former apprentice, now of Star Boat Works of South Thomaston who rowed his 9' pram.

First Over The Line With The Most People, the Apprenticeshop's gig with a crew of 10.

The boat that came from the greatest distance came from Massachusetts, but was otherwise unidentified.

The Leakiest Boat, Lance Lee's Bahama built dinghy.

The Vasco da Gama Award for the Greatest Exploration of the Maine Coast, apprentice Matt Billee, who in the thick fog made a wide sweep through Rockport Harbor before finishing.

It was a great turnout and a fun day for all, albeit, a few blisters and a few sore muscles, but we bet they will all be back next year.

A Regular Day Sailing

By Smiljka Fitzgerald

Whenever sailing brings me to the point of nervousness, when I can only concentrate on breathing and forget about talking, I know that there is material for a good story. Between the 37-foot ketch and the 12-foot Pelican, I still claim that the Pelican has a lot more excitement and quality to offer, a definitely purer, more down to the elements feeling.

For me, the full magic of sailing is manifest when the weather is perfect, the wind is steady, there are no gusts, and when a turtle pops its head up at us or a school of porpoises do their flips and dives up, down, around, and under the boat. Well, this started out as just such a day. We were sailing smoothly when we saw the porpoises ahead. Since we were just sailing and not fishing, we decided to follow them. When we caught up, I was standing on the bow to get a better view. The absence of an engine seems to make them feel more at ease with the boat. Watching the porpoises ahead, all of a sudden I saw four of them in front, doing their leaps in perfect alignment with each other. All they needed were reins and we would have been riding in a sea chariot pulled by these aerodynamic creatures.

We had our little dog with us. She is light and fragile and loves to balance on the edges of the boat. This was her first encounter with such large sea mammals. She paced up and down, curiously turning her head. Little did she know that in the process of evolution, porpoises were the only mammals which had adapted to land as prehistoric dogs and then reversed the process and went back to the sea. (I learned this from a National Geographic special on evolution.)

After playing with the porpoises for a while, the wind lured us on, further out towards more wind and more gusts. Contrary to myself, perfect sailing for my husband involves pushing the sailboat to its limits and trying to see how far it can go without capsizing. This is the point when I stop talking, my whole body turns into one big cramp, and I can hardly breathe. I start hallucinating. I hear the mast cracking. This seems to give him incentive to push just a little bit further. Then he suddenly has pity on me and tacks back toward shore. The very fact that we are heading back brings such relief that my whole attitude changes. Even if the gusts are strong or perhaps even stronger, I now start to take part in the excitement.

I enjoy the gusts and admire the way the boat plows so self-assuredly through the waves.

When we entered safer waters, I decided it was time for me to learn more about the wind and the sails and therefore took over. My husband, exhausted, decided to take a nap.

At first, being in charge was such a good feeling. I was sailing smoothly downwind, away from the marina, but firmly convinced that I would eventually tack and bring us in. However, every time I tacked the wind was against me. I was either further downwind or further out to sea. Every time I looked on land I was in the same spot. Then, just as I thought that things couldn't get much worse, the wind died completely. When my husband woke up it was already getting dark. He was in total disbelief. "How could you do this to us! Now we shall have to row back all night," etc., etc. He jumped up and took over and, of course, almost miraculously the wind picked up. However, we still had to make time before it got completely dark.

Suddenly, in a crucial moment he noticed that the boom was too low. With a rising voice he told me to adjust it. I went to the mast and realized that there were three halyards. Of course, I tried to adjust the two wrong ones. At that point, screaming and yelling, he came up and adjusted the correct rigging.

I have definitely come to the conclusion that at moments of greatest tension in our sailing relationship, where he is the teacher and I the student, at moments when he is screaming while I am doing the wrong thing that, after he has shown me the correct way, I seem to remember that correct way forever. What a way to learn. Now, even if I were to be woken in the middle of the night, I would always know how to adjust the boom.

However, even if it sometimes takes a nervous breakdown to teach me, my husband still claims that I am a talented sailor. Love is patient.



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The *Matthew* Arrives

The big occasion was the arrival on August 4th of the *Matthew*, a replica of John Cabot's 72' vessel that arrived on these Newfoundland shores in 1497, 500 years ago. Cabot was an Italian, Giovanni Caboto, who anglicized his name to suit the British backers of his voyage from Bristol, England. Today's replica also set sail from Bristol. The skipper, David Alan-Williams, was interviewed by the Newfoundland media prior to the voyage, and the following details gleaned from that interview might be of interest.

Alan-Williams, a 42 year old from Northern Ireland, with a crew of nineteen sailed the tiny ship across the Atlantic to Newfoundland, where they will go on to circumnavigate the island of Newfoundland and visit the south coast of Labrador.

According to Alan-Williams the *Matthew* represents the end of an era of building boats to fit the slipways they had, just at the the birth of naval architecture. Within 50 years of Cabot's voyage, people were making serious calculations as to how boats were going to float. At this time, there was a rapid change in both construction techniques and the concept of naval architecture.



Dressed ship at the dock prepared for ceremonies.

"Some major changes to the *Matthew* made after sea trials were re-ballasting the boat to allow use of the bilges for water tanks by putting some of the lead on the bottom of the boat. Re-ballasting the boat involved taking out some of the extra lead put in initially to achieve stability. This allowed an increase in the depth of the rudder and a change to a more conventional straight rudder, rather than the semi-balanced one as on the original concept, which had been very experimental. The naval architect, Colin Mudie, viewpoint, was that it might or might not work. The change to the conventional rudder gave her much better directional stability. Detail changes to the deck layout in-

Newfoundland Summer

By Charlie Ballou

Reader and long time acquaintance Charlie Ballou found some unusual boating events going on upon his arrival this past summer in Newfoundland on his annual holiday visit to his wife's home and family. Charlie dropped by to tell us a bit about it, leave us a few photos, and some newspaper reports on the excitement at Botwood, Newfoundland.

cluded removing all the cleats and putting pin rails back on.

The lateen-square rigged vessel pointed 65 to 70 degrees at the maximum, allowing for 15 degrees of leeway, before the changes. Opportunity to test the changes had not occurred at time of the interview.

The best speed under sail had been about 6-1/4 to 6-1/2 knots. A little bit of speed might be gained from the changes. On average, she sailed between 3-1/2 to 5 knots, with a top speed of about 6 knots. The sail area is 2,360 square feet. Sails are made of a cloth called a clipper cloth. People assume that it's genuine canvas but it is in fact a modern synthetic. This choice was made as these will last a lot longer. Authentic sails would be hemp or a hemp flax mix, natural fiber. The mast height is 66', with an added 10' extension which can come off to enter Placentia Harbor.

The engine is a single Caterpillar 3116 developing 40 horsepower at each propeller through hydraulic drives allowing each propeller to be operated independently, one could be ahead and one reverse, with a variable thrust at each propeller. A change was made in the shafting arrangement for the propellers from sail drive type units to conventional shafts coming out the back, still driven from the single diesel by a hydraulic system.

Navigation and communication

The *Matthew* arrives under power out of the morning fog in Botwood, Newfoundland.



equipment include a sextant and as many of the old instruments as can be obtained, even if made for the sake of it. GPS and radar, but no LORAN, are onboard as are HF and VHF radio, Satellite communications SATCOM M (voice) and SATCOM C (data). The BBC is doing a six part series called "The Voyage of *Matthew*", incorporating filming on board enroute up-linked with the satellite technology to overfly- ing aircraft.

A minimum of twelve and a maximum of twenty crew is needed to operate the ship. For most of the crew, it's a four month commitment, two months in very close company with each other. Over 100 people crewed *Matthew* since May, 1996 with final crew selection based on experience, sailing skills, fitness, and most importantly compatibility to work as a team. It had been very demanding because the boat has been unfinished with crew fitting in sailing and boat building at the same time.

There are two Newfoundlanders crewing on the Atlantic voyage, along with other Canadians, British, Australian, Australian-British and American-Irish. While in Newfoundland, there'll be four of the original crew, the other seven to fourteen will be Newfoundlanders. New crew will be gathered as *Matthew* later sails on to Nova Scotia and down to Boston by September 5th.

(Editor interrupts here: A reader from nearby Manchester called me one evening in early September to tell me that the *Matthew* was docked at the yacht club and would leave the following morning for Boston on the top of the tide. I went over to have a look late morning before high tide and she was gone. Club people on hand told me she had left early at low tide, apparently finding enough water. So, no first-hand impressions from me).

There will be two six hour watches the day and three to four hour watches at night. One person from each watch will be off duty to do deck duties and they'll be

cooks, cleaners and scrubber ups.

The voyage can be divided up into three parts, each having its own problems. Just getting out of the Bristol channel and clearing Ireland the end of May last year was quite a tricky time, getting to the southwest corner of Ireland took a week longer than planned. Then there's the vast expanse of the Atlantic, picking weather routes to get over. Finally there is the arrival with the associated fog and icebergs.

The original *Matthew* was built in 1497 and now the Hibernia Oil Production Platform has been just completed, spanning 500 years of marine technology. The *Matthew* will come into Newfoundland waters about the same time as that oil rig moves out and the idea is to try and organize a sail past at some stage or another. At this interview stage prior to departure it's hit and miss depending on the weather and completion times. It would be a nice sight of the old and the new.

It's an interesting challenge actually sailing a very small replica boat across the Atlantic, something that's not been done for awhile. Most of them have been shipped across. The *Rose* actually sailed and the *Godspeed* sailed, but on a southerly route. In recent times, no medieval ship has sailed across the northern route.

Retracing John Cabot's voyage is history, old and new, and adventure, old and new. The week after *Matthew* arrives at her Newfoundland landfall at Cape Bonavista, Hong Kong will be handed back to China, symbolic of the rise and fall of 500 years of British rule around the world.

Well, the *Matthew* arrived and Charlie was there to see her. A fleet of 125 boats filled the harbor and crowds lined the shores. During the Newfoundland tour up to the date of the Botwood visit about 65,000 had boarded the *Matthew* and an estimated 350,000 have looked on at the various ports of call.

After 500 years the Cabot voyage still figures significantly in the Newfoundlanders' sense of self.

And Now Something More My Size

After all the historic hue and cry had passed, Charlie got back to work on his own little skiff, lettering in its port of call in anticipation of a few summer outings on the North Atlantic.



Impromptu water taxi headed for Botwood.

A Mariner's Memorial

A local mariner who had already sailed around the world twice in boats he built himself was well along on his third vessel intended for another circumnavigation when death overtook him. This very Spray looking hull, at the stage it was at when work and life ceased for its builder, was brought to the shore where it will rest as a memorial to its builder/adventurer.



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Sailing on the Waddenzee.

Cruising on the IJsselmeer and Waddenzee

By Mel Ross

Early morning in the second week of June, the four of us were packed into Pete's car heading to Harwich and the high-speed ferry to Hoek, Netherlands. The ferry was an ugly, flat, iron-shaped vessel 124 meters long, 40 meters wide, carrying 1,500 passengers and 375 vehicles (mostly trucks), but its four jet engines pushed us along at 40 knots. Arriving at Hoek, we drove through Holland and passed acres of commercial greenhouses forcing the growth of various vegetables, a few traditional windmills, but mostly the modern sleek windmills that look like a lamppost with the nose of an airplane. Over the flat land we saw many sheep and cows, with the accompanying odor which I soon identified as the national fragrance. Each village seemed to have a distinctive architectural style manifested mostly in the rooftops. Most houses had oversized windows without any covering.

Bolleke, our home afloat, docked at Urk.



We arrived at Heeg and the marina, Heech by de Mar, where our charter boat, *Bolleke* awaited us. It was a Vollenhovensese Bol, a descendent of the larger Botter, a traditional flat-bottomed boat with a spoon-shaped bow, leeboards, and a gaff rig with tanbark sails. It was 28' LOA excluding the bowsprit and huge barn door rudder, with a 12-foot beam. It was built in 1993, made of steel, and weighed 52 tons.

We found Heeg, like many of the villages we were to see, extremely clean, pretty, and quaint with decorative brick roads and sidewalks, attractive houses with small front gardens, many canals with bridges, more bikes than cars, and more boats than bikes. We ate alongside the canal at De Watersport Hotel Cafe Restaurant, excellent food served by a sweet, gracious young lady and with a beautiful setting. The meals in Holland were unbelievable, in addition to your entree you got, family style, huge bowls of both french fries and home fries plus three bowls of vegetables and a bowl of salad.

Next morning we stocked up on supplies from the local supermarket and headed southwest into the Frisian Lakes. With the main and both jibs up, we found the boat handled nicely. We went through the Johann Friso Canal and locked through to the IJsselmeer. We intended to head for Hindeloopen, but the wind was coming right out of the north so we changed our heading for Stavoren. After dinner we walked around the pretty little village. By morning it was cool and blustery, Holland is on the same latitude as Labrador and they were having a cold wave.

We left in 14-16 knot winds. I managed to sail us onto a sand bank which we were able to gybe off of. The water is very shallow, frequently no deeper than 15 feet and only 3-4 feet just outside the channels, but is well marked. Because of its shallow nature, when the wind picks up you get a steep chop. We pulled into Makkum around lunch time and walked around town as it started to rain. Mid-afternoon we headed back south. The wind

died as the rain intensified and the sea was smooth as a millpond, so on with the motor. Eddie, Chris, and I went below, allowing Peter to enjoy the solitude of slowly drowning while holding onto the monster tiller. It's lonely at the top!

I was surprised at how sophisticated the leeboards are. They not only move from the horizontal to the vertical positions, but also flare out almost like a wing. There was strong weather helm on *Bolleke* (which means "Small Bear"), but it was greatly relieved by the leeboards.

We reached Hindeloopen early evening (dusk set in around 10:30 PM) and went to the marina, Jachthaven Hindeloopen. You don't anchor out here due to lack of room, the shallow water, and the tides which can leave you high and dry. So you either pull into a marina or tie up to the town dock, or canal. The marina had very nice grounds, showers, toilets, launderette, picnic tables, a gym, and a restaurant.

We went to the Three Herrings for dinner, a homey, pleasant restaurant. We returned to the marina bar for beer and soda and liars dice, and eventually played nine-pins on their two alleys. The following morning we walked around town. The Leaning Tower of Pisa is apparently not unique, due to the sand base and the ground water levels, many buildings in every town tend to lean forward, to the side, or both, yet these buildings have stood for hundreds of years.

We left Hindeloopen in lumpy seas and with a double reef in. Nice sailing, but roly. I have never seen so many boats sailing as I did in Holland, and never so many traditional boats, both commercial and pleasure, bidders, schooners, barges, etc. We went through the Lorentz Sluizen (lock) and on into the North Sea, technically the Waddenzee. A squall piped up, shortly followed by the sun. Perhaps influenced by *The Riddle of the Sands*, we were all anxious to see the Frisian Islands.

Upon reaching Terschelling, we went into the channel leading to the marina. We walked

around West Terschelling after dinner making plans for the next day. Chris and Peter decided to make a 30-mile circumnavigation of the island on bicycle. Eddie suggested that he and I take a hike to Midsland, which Peter measured on a map as being 2-1/2 miles, 5 miles round trip.

This was our first experience with Peter Miles, it turned into 12 to 14 miles. I was delighted since it proved I didn't come on this trip just for the fun of it. We set out through a hilly pine forest (the only hills we were to see in Holland), along a pedestrian/bike path into Midsland. We returned on the dike on the perimeter of the island, super view and super weather. We passed a field with hundreds of huge balloons tied down to depict tulips, in honor of a festival they were having that evening.

By next morning it had turned much cooler. We sailed to the canal at Harlingen and circled around at the lock until they were ready to let us in. A very large power boat went on the opposite wall from us, and the crew at the bow proceeded to tie his line to the bit set in the wall rather than looping it around. As a result, when the water level dropped, the boat was left hanging there, their skipper zoomed up from the stern and cut the line with a resounding TWANG! This caused a chorus of guffaws and cackles throughout the lock.

We reached Franeker in late afternoon. We arrived just too late to see Eise Eisinga's planetarium which he spent a lifetime building in his house (completed in 1751, it is the oldest planetarium in the world). We did get to see the beautiful town hall built in 1591.

Next morning it was cold. Peter had on long pants and Chris a jacket, indications of the arctic conditions. We got to Enkhuisen late afternoon and docked at the marina. We had dinner at the Markerwaard Restaurant, good service, excellent food, and a great marine ambiance with many huge models of old Dutch boats and a warm, cheery atmosphere.

Next morning I bought a warm sweater, so it naturally turned a little warmer. We went back through the lock, this time without any entertainment, and with light air sailing reached Hoorn. William Schouten was the first known to round the southern tip of South America in 1616, and named Cape Horn after his hometown of Hoorn. We walked around town, went to the Westfrisian Museum, ate dinner at De Hoofdtorn, a massive "half tower" which once guarded the area, and walked around the harbor and dike out to the lighthouse. Every village has carillons chiming out pretty melodies on the hour and half hour.

Our next port was Edam, a very quaint town. We went to the Edam Museum, a house built in 1530 by a merchant and lived in until 1895. It was a fascinating multi-level house with built-in hatches for beds. The interesting part was the cellar. Many of the house foundations cracked when the water level rose, so he built an open box of stone, lined it with tiles and had a free floating cellar within the house. When you stand in it, it rocks on the water.

We left Edam in time to catch the 3:30 opening of the bridge and got to the small entrance of Marken late afternoon. A cute waterfront with a small harbor, we tied to the canal wall. Before Marken was made accessible by a dike, it was an island that could only be reached by boat. Many houses were built on stilts and other houses clustered on



Traditional "botter" in the Waddenzee.

Along a canal at Marken.



manmade mounds due to limited space.

We left in a northwest wind the following morning with hundreds of cormorants flying across our path in both directions. We passed Lelysted and reached Urk late afternoon. We went to De Kaap Restaurant, where they serve "all the fish you can eat." Since they start you out with either four or six fish apiece, in addition to the potatoes and vegetables previously mentioned as standard fare, we couldn't touch seconds and were told we were unusual. We strolled out to the monument to the fishermen lost at sea, dating back to 1813, stopped for a libation and some liars dice, and back to *Bolleke* for shuteye.

The wind was blowing hard from the southwest next morning. We headed offshore

and realized that someone was whistling and motioning to us to move further offshore. We drew just over two feet and we were in water just over that depth. Our steel bottom bounced off the hard sand once with a loud clang and a power boat came out to warn us off and make sure we were all right. We headed off with no damage except to our egos, turned north with the jib poled out, and went along nicely.

We reached Lemmer and had to wait until the one o'clock opening of the bridge and lock. We did some shopping, walked about town, and left just in time for the bridge opening. We sailed, motored, and motor-sailed along the canals and lakes until we returned to Heeg. We went back to De Watersport for dinner, which was served by the same charm-

ing waitress we had met when we last ate there. As we sat alongside the canal, a chartered canal boat pulled up to the tiny bridge there. The boat came to an abrupt halt as they realized they had to wait for the bridge to open, and decided that the best thing to do was to tie up somewhere, but weren't quite sure where or

how to tie up. Someone pointed out that the sign said the bridge would not open again until the next morning. So they backed up to the canal wall and threw a line ashore, not attached to anything or, for that matter, with no one ashore to catch it. So we had a dinner show to go along with the excellent food.

We spent our last night on *Bolleke* and drove next morning to Enkhuisen, where we spent the day at the Zuiderzee Museum. We could only see a small part of the indoor museum since it was being renovated. However, the outdoor museum is a large "village" with historical buildings brought from all over Holland and reconstructed, a boatbuilder's shed, a building where they tanned the fishing nets, three huge kilns where sea shells were converted to lime, many historical boats in and out of the water, etc. You needed at least a day to see it.

We then drove back to Hoek to return on the ferry. Unfortunately, the highway ended midway, and, by the time we found where it continued, we were just late enough to miss the ferry. So we drove through Belgium, got detoured at Dunkirk due to a bicycle race, and reached Calais, France for the ferry to Dover.

When we arrived early morning, Eddie, Peter, and Chris could have gotten through immigration quickly on the EC line, but as a U.S. citizen I was an "Other" and the immigration officer on this line, we were told, was pulling a slowdown by "going by the book." This impressed me greatly, to the extent that when I did arrive back in the U.S. I refused to go on the U.S. citizen line, but insisted I was an "Other," and only spoke "Otherese."

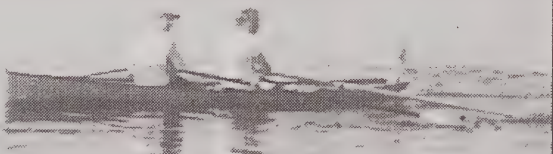
We got back to St. Albans close to 2:00 AM, tired but having had another wonderful cruise.




The monument to lost fishermen at Urk.



A traditional windmill at Medemblik.


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Since there are no real shops on Mustique and the prices at the small grocery store here are extremely high, we travel from time to time to the big island of St. Vincent, referred to by the local people as "the mainland". It is also a chance to get off of this little rock and stretch our legs on the 133 square miles of the largest island in the country.

We booked passage on the inter-island boat, the *Robert Jr.* and found to our surprise that it left within an hour of its scheduled departure time. The trip is a pretty good bargain, costing only the equivalent of \$6 US. We traveled in company with about 30 other people, a van, a stack of empty gas bottles, a few hundred cases of empty beer bottles, and a puppy. We took up a good spot on the starboard rail, out of the deafening whine of the diesel engines and away from the stink of diesel fuel. The day was fine but when we got out to sea, the winds and the big swells soon rendered the starboard rail untenable. We decamped to the port side of the house and enjoyed the rest of the two hour crossing in the warm sun.

The approach from seaward to Kingstown, the capital city, is dramatic; giving one the impression that the Bavarian Alps are rising up out of the sea. But once ashore, the illusion is immediately shattered by the overwhelming third world nature of St. Vincent. The streets are filthy and teem with ragged people, all trying to sell you something. Vendors with strange fruits, vegetables and even livestock line the streets and the few sidewalks. The buildings are all careworn and tawdry and discharge their effluent directly into open sewers that run through the town. Herds of unshepherded goats trudge down the main street, apparently trained to travel from pasture to town on their own.

One can find some unusual things for sale here, including bottle-nosed dolphin in the fish market and whiskey and rum which is sold by the glass by street vendors along with soft drinks and candy bars. The unemployment rate in this country is over 20%; you can imagine the effect that this has on every aspect of life here. The majority of the people who live here have never been off the island, nor have much chance of ever getting off. Don't misunderstand me though, I love all of this, as a short-time observer, but you always feel that you must be on your guard.

One of the things that we wished to do was to visit a friend of ours who had been severely injured in a motorcycle accident, so we walked down through the incredibly raucous street market, where goods of every description were being hawked and the local trucks and other vehicles zoomed by within inches of our backs, and on to the hospital.

This experience was quite an eye-opener for us; the place was over crowded and, as far as we could make out, was technologically in step with the 19th century, rather than the 20th. Our friend had substantial leg and head injuries and our impression was that his chances of a full recovery were greatly hampered by the rudimentary care he was receiving. He lay in an open gallery with perhaps eight other men and hoped he might be transported to Trinidad where they would have the technology to do a brain scan. As we left the hospital, we agreed that if either of us was injured or sick, the other

Musings From Mustique

By Rick Klepfer

should make arrangements to get transport back to the States.

Our hotel was the venerable old Heron, which is an ancient and charming structure but, like all others here, would not last a minute in a building inspection. The hallways were less than two feet wide and dimly lit, the wiring ran exposed on the walls and there were no visible means of fire fighting. Our room was better than others we have stayed in as it had a minimum of insects and a working air-conditioner!

While we were in Kingstown, the legal proceedings against the Fletchers, two Americans charged with murder, were heating up. As far as we can make out, they have no evidence against them and yet they have been held in two separate jails for the last 6 months. We had no chance of seeing them in the limited time that we had. Most people we talked to said that they felt that the US would pressure the Vincentian government to release them with the threat of advising US tourists to avoid this country.

After three days of wearing down the cobblestone sidewalks, we booked a return passage on the *Robert Jr.* and went aboard. Three hours after the departure time, the captain came and told us that due to loading problems, the boat would not leave for two days. Not wishing to stay any longer we took a cab to the airport and, after hours of trying to wrangle a seat on the last flight out, we ended up chartering a plane to get back. We were very glad to return to the peacefulness of Mustique.

There are many boats that call at Mustique on a regular basis. Most of these are involved in chartering and find the island to be worth a day's visit. Wednesday is "jump-up" on Mustique; an ongoing party that travels from island to island and is largely made up of yachties.

We were recently invited to visit a frequent caller to Mustique; the *Adler von Lubeck*, a 65' steel ketch from Germany. Her captain sent a large RIB with a 90hp outboard to the jetty to pick us up. We made a quick trip out to the boat, which was lying out where there was sufficient water to accommodate her 10' draft. Coming alongside we could see the large wheelhouse that gave her the appearance of a motor sailer, but we were quickly assured that since she was capable of 13 knots under sail, the engines were not that often used.

We took a tour of the deck; a huge expanse of laid teak with accents of brightwork. Starting at the bowsprit which extended out about 10' beyond the stem, we could look up the incredible forestay where the genoa was furled. This sail was in tatters at the moment since they had encountered some heavy weather on their trip up from Trinidad. The standing rigging on this boat is truly impressive, I didn't get a wire count, but the diameter of a shroud is about 1-1/2"!

Even though the *Adler* is only seven years old and is maintained daily by a professional crew, the extreme salt of the environment here causes little blooms of rust to appear through the paint almost every

day. Despite this, we could see that the vessel enjoyed meticulous care. The afterdeck is set up with a large U-shaped settee with a deck awning spread out on the mizzen boom above. They do a bit of trolling as they travel from island to island and we noticed that they had fishing reels seized to the mizzen shrouds in lieu of poles, a pretty neat idea. The stern of the vessel is fitted with racks for SCUBA tanks, davits for the RIB and a big swim platform.

We next went into the beamy pilot-house where the large wheel was to port and the nav table to starboard. A companionway was situated amidships, which led down to the six staterooms. These were fine accommodations with large berths, a big closet, a sizable portlight and air-conditioning. The headroom was enough that my 6'4" could walk about freely. Every two staterooms shared one head.

Aft of the companionway ladder was the engineroom which had a huge Volvo 6 cylinder main engine, two ac generators and a compressor for the dive tanks.

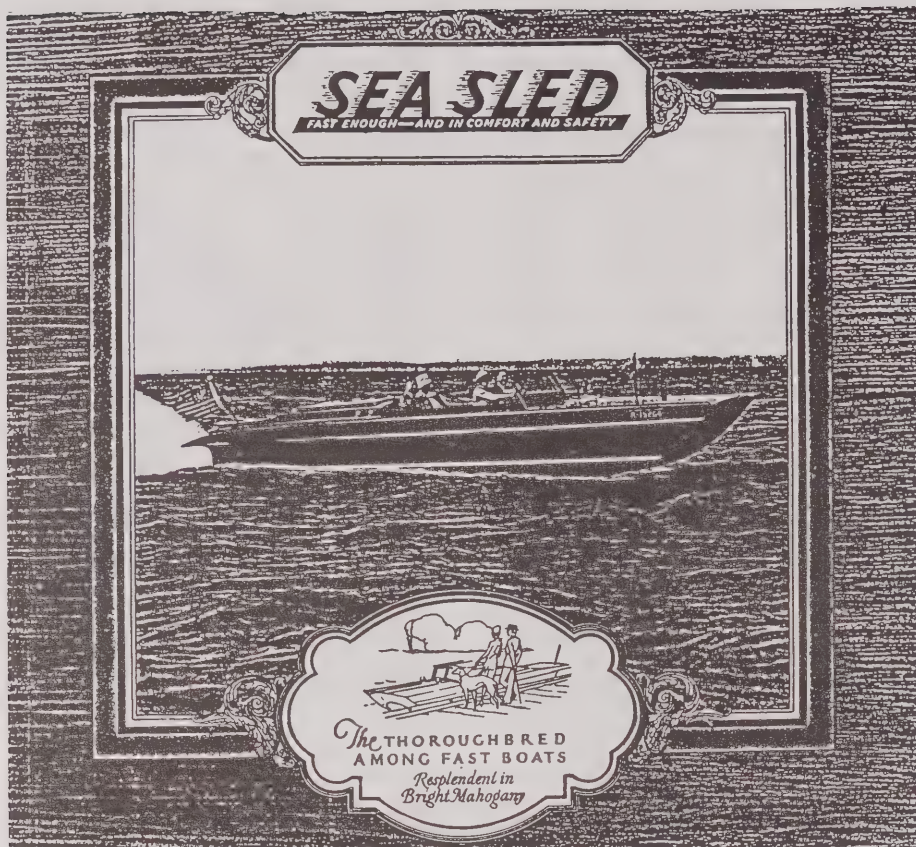
Back in the wheelhouse, we went down an after companionway to the galley. Here was an amazing setup capable of feeding the 40 people that the boat takes out on day trips in the Baltic Sea when it is not in the Caribbean. Every modern convenience was built into the handsome joinerwork, including a dishwasher that could clean a full load of dishes in one minute with 200 degree water.

We retired to the afterdeck at sunset to have a drink and watch the wild show of pink and purple clouds fading into black at sunset. Unfortunately we were not able to sail with the *Adler* this time, but perhaps we will be able to in the future. The boat travels seasonally between the Caribbean and the Baltic and has crossed the Atlantic six times; we wouldn't mind crossing in this manner in the least. As night fell, we reluctantly requested a lift back to shore and had a good look at her, rolling gently at her anchor as the RIB pulled away.

Later we drove over to the other side of the island; in contrast to the bustle of the harbor, this side of the island is an on-going lee shore with extensive offshore reefs, and a boat is seldom seen here unless it is well offshore. The night was inky black and the sky cloud-filled; the only other living thing that we saw was a maniocou as it crossed the road in our headlights. The maniocou is a small, opossum-like animal of nocturnal habits and not often seen. The local people consider them a delicacy, but they also regard the parrot and the iguana in the same way.

We drove up to a deserted beach where the blackness of the sea was only slightly darker than that of the sky. A few off-lying islands could barely be discerned in the distance and even the ceaselessly wild surf only made itself known by the roar of the breakers and the faint galaxy of phosphorescence that lingered after each wave spent itself and receded. The wind was blowing sufficiently to blow over an empty bottle of champagne as we proved conclusively.

Although this beach is habituated by hawksbill turtles, who come to lay their eggs in the sand, we couldn't say if any were there, it was so black. We lingered for awhile and then reluctantly groped our way back to the jeep and wended our way home.



The Hickman Sea Sleds — All But Forgotten

By Howard Percival Johnson

Severna Park, MD...The Severn River, 1946, Howard and Micky Johnson's son Johnny is now old enough to stay at grandmothers; they can resume their weekend boating aboard *Nona*, a 23-foot lapstrake sedan cruiser with Graymarine 4 and head. By '49 Johnny is along every weekend, playing in the sand while Dad aquaplanes behind his friend Bill Smith's Chris Craft. Boat watching becomes a pastime on the interminable cruises up the Severn and Magothy, always returning home to Sappington's.

Above all others, one boat stands out, my favorite, *Snooks*. Riding fast and flat, *Snooks* had her name painted full height on the side. The huge 25 hp, 4-cylinder, war surplus Johnson exhaust would come out of the water on waves, making a sound like nothing else. Buddy Brinkman and his friends were the first to water-ski, and soon they were doing all the tricks behind *Snooks*. They had a ski jump at the head of the river. We loved to watch them fly. Once they even drove *Snooks* over the jump! All through the 1950s and 1960s,

Snooks, a Hickman Sea Sled, was a regular on the river.

William Albert Hickman was born in New Brunswick, Canada, in 1877 to a wealthy shipbuilding family. He earned a Bachelor of Science degree in engineering at Harvard in 1899 and later was able to write a romantic novel which became popular. He was given several political appointments, but loved experimenting with boats. He was one of the first to design a boat which would achieve high speeds without resorting to high power.

His first boat, *Viper*, was flat bottomed, 7 hp and went 14.3 mph, a record in 1907. He thought the wake was a waste of energy and added "runners" to his next boat to keep the wake underneath. It was faster. At the same time, he wanted to eliminate the strut and shaft from under the boat. By 1911 he was offering for sale a boat driven by twin surfacing propellers, 25 hp, 20 mph. He was not happy with the wet ride or the pounding of the nearly flat bottom.

At the 1913 New York Boat Show he unveiled his startling new design. He had cut a normal v-bottomed boat down the centerline and joined the outsides together so the bottom was the opposite shape of a regular boat. It didn't even look like a boat.

Hickman called it a Sea Sled because the sides were straight and parallel. His contemporaries were horrified, his creation defied all accepted naval architectural theories. Worse yet, this ugly duckling had phenomenal seagoing capabilities. The tunnel formed by the twin outward turning bows, collected the bow wave and spray, funneling it under the boat. The rear rode up on this foam making it easily driven with no spray. The two sides acted as twin keels, giving greater control and maximum stability. Even in heavy seas there was little pounding, no yawing and easy steering.

To test the boat, Charles F. Chapman, editor of *Motor Boating*, took five friends on a 260-mile trip from Boston to Maine in a 26-foot Runabout with surface drives. They hit gales, fogs, and large seas, but were able to average 35 mph. Hickman had made two extraordinary achievements in marine engineering. He then set up a company to mass produce Sea Sleds with surface drives.

The Army and Navy bought Sea Sleds up until WW I. Then pressure from conven-

What Have I Here?

Here is a picture of my Sea Sled. It is 16 feet long and fiberglass, built, I guess, in the late 1950s. It has a long, narrow hull like a Hickman Sea Sled. Phil Bolger has taken some notice of this boat as I summer on the Annisquam River.

I would like to know more about this boat, or any other Sea Sleds, as I have been fascinated with them since I was a boy.

Michael Stephens, 354 Magnolia Ave., Gloucester, MA 01930, tel. (508) 281-6163.



tional boat builders cut into Sea Sled orders. In 1918 Hickman built a 55-foot steel framed Sea Sled with 1,800 hp to carry a bomber on deck. It would go 55 mph and then the plane would take off! The government wouldn't buy them or the torpedo boats he designed, and then the war was over.

A series of racing boats set new records of 47 and then 57 mph in 1921. He built a twin Liberty engined racer that hit 70. None of his boats were able to win races because they couldn't turn well and they weren't liked. On many occasions rules were made against them. Hickman was a pompous, somewhat arrogant, self-promoting person who was not popular. He had done many things others could not and his boats were ugly. He felt that they weren't getting good press.

In the early '20s Hickman offered 26 and 32-foot varnished mahogany pleasure models with twin engines up to 225 hp each, button-tufted leather upholstery, twin cockpits, driven from the rear, they were dazzling. The giant surface drive propellers were hidden under a unique overhanging stern. They were imposing and striking with their speed and huge rooster tails.

When the factory was moved from Canada to Boston in 1920, more models were added. In 1925 Hickman leased the rights to Joseph Knapp, who built a massive manufacturing facility at West Mystic, Connecticut, and set up a national dealer network. They pro-

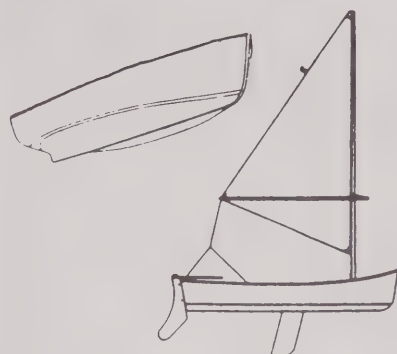
duced 6000 boats from 11-foot to 26-foot until about 1934, when the Depression caused business to fall off. Hickman took the plant over and went back to trying to sell his designs to the military. Models were kept the same, production was reduced. The ultimate disaster was the 1943 78-foot prototype that was tested against the PT boat. It was run aground and struck a buoy and then put through the test. We never saw any Sea Sled PT boats!

All the same, Sea Sled models remained available until 1955, when Dick Fisher approached Mr. Hickman to buy the rights to build a foam core sled. The negotiations must not have gone well as no agreement was ever reached. Albert Hickman died in 1957. In 1958 a very similar style boat was brought out, the Boston Whaler, and it has sold in far greater numbers than the wooden version. Sea Sleds are rare today. Only ten ACBS members own one.

What became of them? They were used up, just like *Snooks*. They were so stable they made great workboats. An old boat with great lines inspires the restorer, but one that looks like a box, well, who can tell how good it was? The depression strangled a great company and generations passed. Today, the Sea Sleds are almost forgotten.

Thanks to "Damned By Faint Praise" by David Seidman, *WoodenBoat* #100, June, 1991, and "Sea Sleds, '17 - '37" by Jim Peele.

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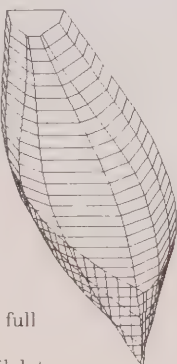
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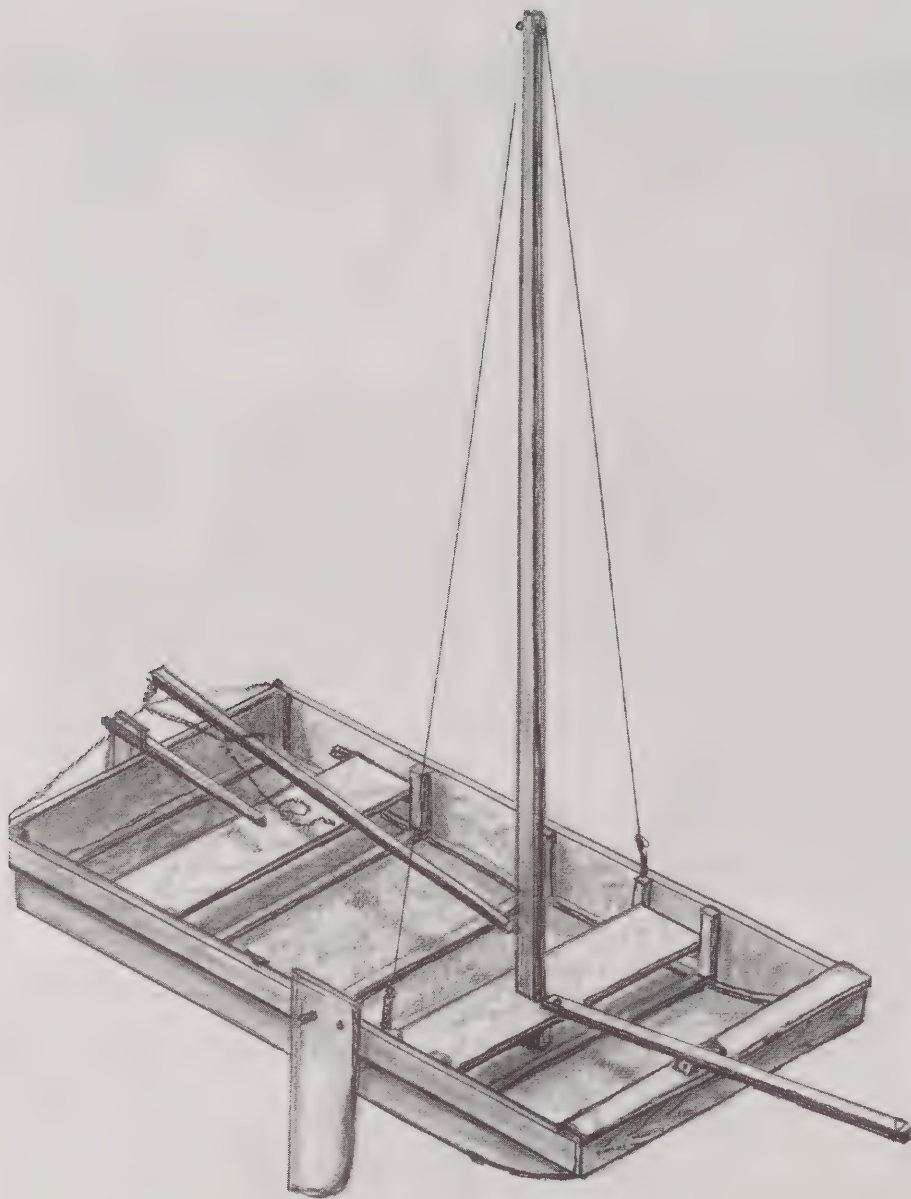
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The Wooden Sandbox

By Tom Hopkins

Reading Dynamite Payson's book, *Instant Boats*, brought back memories of building my first boat. Back in the early '70s there wasn't a wooden boat magazine to educate us, nor any interest in boats made out of that high maintenance, old fashioned stuff. High tech was the name of the future and anything made out of wood had to be inferior. I had my doubts when a group of engineering students built a small boat out of concrete. We had a good laugh when it sank in the fountain at the university. They calculated the maximum possible weight of the boat, forgetting that there had to be some freeboard.

On the other side of the coin was the publication of *Foxfire* for the back to nature groups that hadn't yet come to the realization that out-houses in the wintertime were "really cool," but not in the way they meant. Our wives and girlfriends hadn't realized they'd been sold a bucket with a few holes in it and I had just

married one such wonderful woman, as you'll agree by the end of this article.

Against this backdrop was a burning desire to have a sailboat. I was bitten by the bug, at an early age introduced to books about sailing and the sea. During my early high school I saw a 25-foot boat lying on its side in a guy's yard. I can close my eyes and still see it laying abandoned on the grass like a beached whale. It was only the fiberglass hull shell without a deck, formers, bulkheads, or rigging, yet every time I passed it, my daydreams of rebuilding it had a detrimental effect on my driving (15 in Louisiana at the time).

At the age of 17 a neighbor invited to teach me sailing. He had a 22-foot South Coast fiberglass sailboat built in Shreveport, Louisiana, and no one to go sailing with him. He enjoyed puttering around the boat while underway in the local lakes, and found it hard to do when the shore and trees were always de-

manding a tack. Here was adventure, a chance to go "before the mast," so to speak. After sailing for the summer, I dreamed of having my own boat, mostly so no one would yell at me when I let the boat go beam on to the wind while the owner was bounced from side to side below.

After graduating college, despite a degree in botany, I couldn't get a job other than pumping gas, due to waiting for orders to report to the Air Force. By this time I was tired of waiting for my boat and had the added incentive of needing to fish or do without meat. We lived in a small trailer home at the edge of a private lake stocked with bass. I convinced my bride, who still had stars in her eyes for her hero, that I had to build a boat to get to the other side of the lake where the bass hid in the trees and weeds I even half believed it myself. I found an article in a magazine about a simple rowboat made from two sheets of 1/4-inch plywood and some 1x2" lumber for something called "chines," a keelson, and internal structure.

Being a little naive, (a little, I'll let you judge), I looked at the side view and thought all I had to do was add a sail, rudder, and centerboard and I would be sailing. While I was at it, I wanted a "real" sailboat with a bowsprit and boom. This "sandbox" rowboat/sailboat would work until I got into the Air Force and started an earning career. I didn't even need the plans, since it was a square box that looked just like a sandbox except for the curved bow. The three-view was shown in the article, so I thought I could just redraw the plans full size on a piece of plywood and cut and nail. The phrase fools go where grown men fear to tread, or something like that, comes to mind now.

After 22 years, I remember a boat that Phil Bolger would approve. It was a flat bottom, rectangular box, almost eight feet long with a 4-foot beam and straight, 8-inch vertical sides. The front curved upward to a flat bow, no stem, and an upright transom. There was a 4-inch sheerstrake made of plywood and nailed all the way around to strengthen the sides and provide some stiffening. There were two seats, or thwarts, and internal framing and that was it. No lofting or making molds.

I redrew the plans and enlarged them so I could see the details better, added a 2-foot bowsprit so I could have a real jib, a mast partner through the forward seat, and a rudder. The centerboard gave me some problem at first because there wasn't enough space for me to have a centerboard box and still have room for my feet. My solution came when I found an article on Dutch fishing boats with their leeboards. A 10-foot mast and a 6-foot boom completed the rig.

Looking at the plans, I didn't like the low freeboard so I increased the sides by two inches. This measurement was derived by drawing a stem view at a 30 degree imagined heel to the wonderful wind that possessed my dreams. By very rough calculations of the volume, I figured the waterline for a 60-pound boat and a 150-pound person at this 30 degree heel, and decided that 10 inches on the side would do. Besides, any more looked too much like a box in the water! So much for mathematics.

So the adventure started. I felt like a pro going through all the lumber at the local yard looking for the straightest pieces of pine lum-

ber. Of course, my new wife thought I was an expert as I looked over the very rough BC plywood. Although Debbie mentioned that it wasn't very pretty, I assured her that with enough filler and paint, it would be beautiful. I selected two plywood sheets with the fewest knotholes.

I strapped the wood on top of my English sports car with the top down so it would rest on the rollbar and the windshield frame. I drove slowly home so the plywood wouldn't become airborne. I even talked Debbie into holding on to the plywood because the window frame didn't have any place to tie rope to it. At this stage, she thought it was a great adventure, too. She only weighed 100 pounds soaking wet, and I believed that if I went too fast she would have been pulled out of the car. Another good reason to wear a seatbelt!

Arriving at home, I came to the next step of where to build. This was north Louisiana and it was spring. Spring, the wonderful end to winter and the start of the rains that the plants love and a would-be builder hates. I didn't have even have a carport. The only solution was to build it in front of the trailer. I didn't have sawhorses either, so I built it on the ground with 2x4s underneath to keep the saber saw from hitting the asphalt.

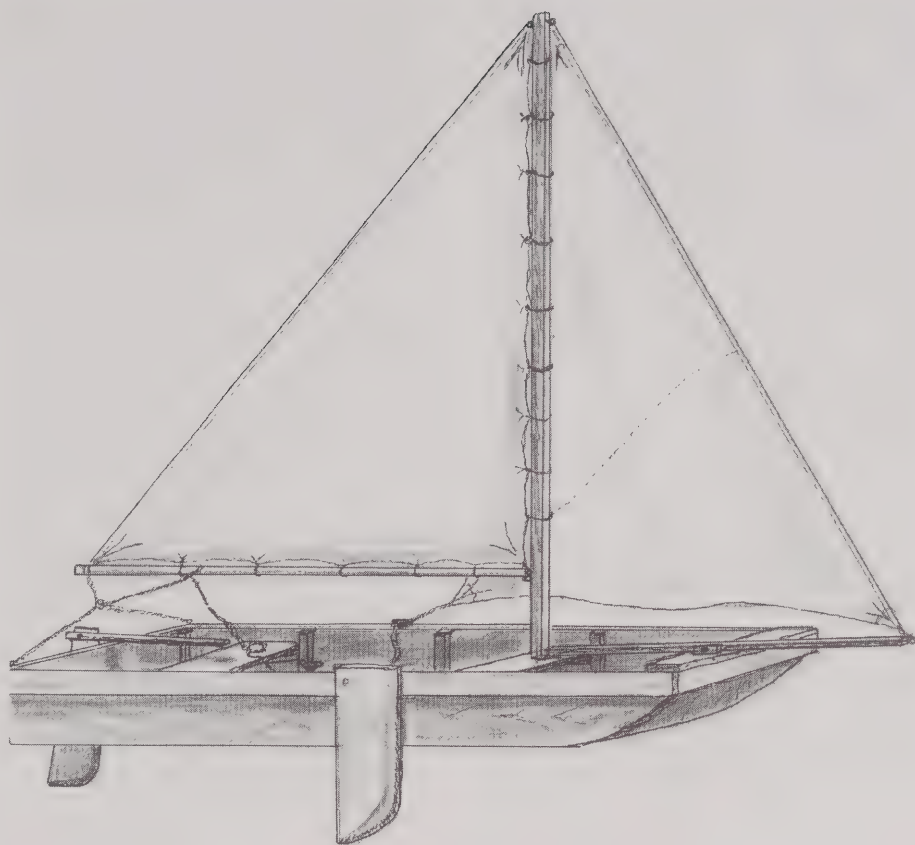
Why didn't I build sawhorses, you ask? Well, it took time and wood away from my boat, of course. The ground would work since there wasn't any setting up to do. My toolbox consisted of a set of sockets, a set of open-end wrenches, screwdrivers, a hammer, a cheap saw with three blades more suitable as child's toy, a jackknife, a few "C" clamps, a metal file, an electric saber saw, drill, and orbital sander. I remember this because I still have those tools, except for the three-in-one saw. Elmer's wood glue was "water resistant," so I picked up a bottle along with a bag of nails. So much for the shop and tools.

I jumped right into the project. I checked the weather to make sure it wasn't going to rain for the weekend. (I looked up and the sun was shining.) I put the plywood on the asphalt drive and got on my knees. I drew one side out of the first piece of plywood, drawing a fair curve for the bow. No fancy batten for this, I did it by eye. At least the curve started at the right place and ended at the right place. I cut it out and then used it as a pattern for the other side.

Of course I just moved the side over, drew the second side and cut it out. You guessed it, I had cut two identical sides, not mirror images. Yes, there is a good and bad side to plywood. Well, I planned to fill and paint so no one would know but me. Debbie came out shortly and asked why the two sides were different! "Fill and paint, Deb, no problem." I didn't like the 1/2-inch plywood sheerstrake. It looked too flimsy, and I just knew I would need the extra strength required to support the rigging and sails. I used a pine 1x4 instead.

This is when I found that the 1-1/4-inch finishing nails came out proud on the outside. A 1x4 wasn't one inch thick! So I reinvented clinching by the simple remedy of hammering them over. I then took off one of the sheerstrakes and put it back on the correct side so I could identify the right from the left. I cut out the transom, added the "transom strake", and that finished the first part.

The 1x2 chines were added to the sides along the inside bottom edge and bent up the gentle curve nicely. I glued and nailed the transom and the 1x4 bow (is it then a bow strake)



to the sides and laid the result upside down on the ground. I carefully squared up the sides to the transom and bow piece using the plywood bottom, glued, and nailed on the bottom. The bow curve gave me a little trouble bending the plywood down and nailing it at the same time, but Debbie came to my aid by sitting on it while I nailed it down. I told you she was wonderful!

I added the 1x2 framing and risers to support the seats, which were made of 1x10 pine. A square hole through the front seat and a block of wood for the mast step took care of the mast. A 1x2 keelson/shoe was added down the centerline of the bottom, and the basic boat ready for painting as the sun turned out the lights on the second day.

Paint had me guessing for a while, and then Debbie spoke her wisdom. Houses are made of wood and they are in the weather, right? People use exterior house paint for wooden houses and, most important, it's cheap. Made sense to me. So a neighbor had some exterior white and a small bit of blue. I figured that the first coat would seal the wood and the second and third coat would cover and provide the color coat. The blue would do the sheer strake and add some nice contrast to the white. The first coat didn't cover like I thought it should, but the second did much better.

Then disaster struck. I had been painting after work for two days and luck with the weather wasn't going to last forever. It started raining. It rained the rest of the week and Saturday came with little hope of sunshine. The hull was covered with a tarp so it wasn't in any danger of being harmed, but I wanted to finish my boat. Being a rational man, I was sitting in the trailer and realized that maybe... Grabbing my tape measure, yes! The living

room area of the trailer was 8 feet wide by 12 feet long. I wouldn't even have to move the couch! This would work and it would only be for a couple of days!

All the ladies out there will immediately realize that I had forgotten something. Yep, I forgot to ask Debbie, who happened to be working that day. She found my solution when she came home, noticed the boat was missing, and there was an aroma of wet paint creeping out of the trailer windows like bad cooking.

After explaining my problem, she immediately saw my logic and informed me that there was still room on the floor for me to sleep next to it. You can see that she understood my passion for this project right away. I quickly explained that we would, of course, have to eat out because the smell, you know. After all, eating with that smell, well it just wouldn't do, of course, and we could afford it since I would soon be catching bass again instead of buying meat. I really didn't love the boat so much that I wanted to sleep with it, and the smell would dissipate by the time we went to bed (we would get use to it).

She, being an understanding person of great patience, came to my side of the argument and gave me one more day to get it done and out of the house. You can see now why I said she was wonderful, a lady with no equal.

My marriage intact, having gotten the boat back outside, I finished the hull and started the rigging. A 2x4 rounded slightly on the corners served as a mast, a 1x2 rounded and sanded down became a boom, and a 2x2 made up the bowsprit. The bowsprit was easily accomplished by bolting it to the front seat and the small foredeck. Large eyebolts provided halyard turnarounds at the top of the mast and places to tie the jib at the end of the

howsprit and the two stays at the sides of the boat just aft of the mast. The rudder was made out of 1x10 board and the leeboards were made of two layers of 1/4-inch plywood glued and nailed together.

The leeboards were at first just hung with bent metal straps, so I could move them back or forth depending on how they worked. Later they were bolted through the sheer so they would rotate aft. A dolly of two old bicycle wheels with long bolts replacing the axles and U-bolted to the ends of a 2x4² was made to take it to the water's edge like an overlarge wheelbarrow. The sails were designed by the same method as the rest of the boat. Sails are just triangles of cloth, aren't they? Debbie found a couple of old bedsheets that would work. I was a little concerned about them being too porous. They didn't feel like the sails on that South Coast sailboat.

Of course my education didn't include lofting sails. I thought you just measured the mast and boom and cut with a rope hemmed in two sides! I also didn't know about lacing a sail, I just made loops sewn into the boltropes. The overlapping jib was made the same way with loops at the corners to attach to the halyard, bowsprit, and jib sheets. The overall area was in the neighborhood of 45 square feet.

The big day came, a beautiful day with just a little breeze rippling the water. Debbie helped me wheel it down to the water and lift it off the dolly. I still remember launching the

boat, the feeling of elation and fear of failure alternating back and forth. If my emotions showed on my face, I could have had the part of the changeling in a horror movie. I could see it sinking or, even worse, the glue parting and the nails pulling out as it slowly dissolved like a cardboard box in the rain. Memories of that concrete boat at college reminding me of the weight of the boat. It was only supposed to be about 60 pounds, but it felt heavier. It took both of us to lift it. It will sink!

Debbie, unknowing my turmoil, carelessly pushed it into the water as I half-heartedly helped. It floats! Not only that, it nodded yes-yes to the wind and ripples of the lake. I gingerly stepped in, hung the rudder and leeboards, raised the sails, and sheeted in the mainsail. The wind filled the cotton bedsheets pretending to be a mainsail, and we moved downwind. As I trimmed in the jib, it added its power and the gurgling of water under the bow indicated an increase in speed while my smile indicated my satisfaction for all to see.

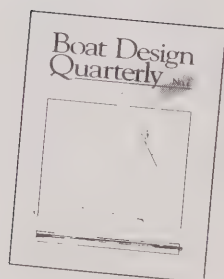
Well, I learned much from that boat. It didn't go upwind very well, as I found out that day trying to go back to the launch point. The leeboards worked pretty well after I bolted them to the sides. I found out that moving the leeboards forward and back made a difference at the helm. In fact, too far aft made the jib pull it downwind despite the rudder. I discovered the jib and main could be used to steer

the boat. I found that porous bedsheets are a good thing when you overcanvas a small boat in 25 mph winds, but otherwise use something else, many things that are still valid today on my 1975 Catalina 22.

You don't need a lot of education and skill to build a simple boat and a magnificent workshop filled with tools isn't necessary. My workshop had an unlimited, vaulted ceiling and great ventilation, although wet when it rained. If you make a mistake, it probably isn't going to be critical. Elmer's glue probably shouldn't have been used but it seemed to do all right. I wouldn't try it if the boat is to stay in the water for more than a couple of hours at a time though.

A small, simple boat will teach you more than you'd expect and sometimes can be more fun than the big ones. My wife is still with me and we spent many wonderful hours on the water. She has forgiven me for the paint on the couch and the living room floor years ago, although she insisted on a two-car garage when we bought our house. My second wooden boat will occupy one bay.

Oh, I suppose you are wondering about the fishing? As I promised Debbie, a friend and I went fishing three times a week to catch our share of large-mouth bass. We left the rig behind and used a borrowed electric trolling motor that worked exceptionally well. To this day, Debbie still doesn't clean fish. After all, I told you she's wonderful, not perfect.



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Bolger on Design

Balanced Lug Cat Schooner

Luggers on cat schooner proportions were once quite common. Putting the smaller sail forward gives them some of the advantages of a sloop. The small forward sail can easily be backed to make the boat's head fall to the desired tack from head to wind. In a boat with the common tendency to show increased weather helm as the wind strengthens, reefing the big mainsail and leaving the full foresail set will ease the helm. Lastly, the backwind of the small sail does not kill the drive of the big one, and can even improve it by smoothing out the flow of air on the lower lee side of the mainsail, where it is apt to tail off in turbulence due to twist in the sail. This is in contrast with the more common ketch proportions with the smaller sail aft. With that arrangement, the backwind of the big sail forces the smaller one to be sheeted too flat to give the drive its area would suggest.

The ketch configuration was popular because the smaller after sail was better as a riding sail while the fisherman worked his gear or a pilot waited for client. Against that advantage, the schooner's big after sail can be left set at anchor indefinitely in moderate weather, saving the labor of furling and setting it without letting the boat charge around

her anchor due to too much wind resistance forward.

Few working boatmen used the balanced lug. They did not like booms, mainly because they were in the way of some gear, but partly because the boom ends could drag in the water in a knockdown and keep the boat from luffing to spill the wind. Fishermen especially weren't usually shorthanded when they were making a passage; the hands who were catching fish were freed to help with the sail handling. They didn't have much objection to having to shift sheets.

All the varieties of lug sails, except the Chinese lug, need more crew strength for a given sail area than gaff or leg o' mutton sails, because the lug sail is freer to thrash and billow as it is raised and lowered. Our practice of putting peak halyards on dipping lug sails helps, but does not really compensate for the long, uncontrollable luff. It's too bad that there's so little incentive to work on this problem at present. No doubt something could be done to control that free luff long enough to get the sail up or down.

We were just starting to tackle the matter with a big dipping lug last year when the owner got a bad fright, the sail temporarily let go out of control, and promptly gave up on it. This was unfortunate since the sail, made by Roy Downs' loft, was beautiful and powerful, and its compact shape allowed such niceties as a short, fully counterweighted 12'0" glued-up mast which could rapidly be lowered within a few minutes. With over 900 square feet, it was possibly the biggest dipping lug ever built in

America, though still not much over half the size of 19th century Scottish luggers carrying up to 1600 square feet per sail.

However that may be, in sizes small enough to smother by ordinary hands, the balanced lug with booms are handy sails, light to sheet, well balanced when they're reefed, and docile on all points of sailing. They don't twist off as much as gaff sails do when they're squared out because the area ahead of the mast holds the heel of the boom up and hence the outer end down, keeping the sail close to one plane.

The balance lug works better with the sail on the lee side of the mast. When it's on the weather side it has more or less of a ridge where it passes the mast, and the mast itself prevents a good flow of air on the lee side. Balanced lugs are often cut flatter than would be ideal to make them bear on the mast as little as possible when they're on the weather side of the mast. This is probably a mistake, losing more on the "good tack" than it gains on the "bad tack." In any case, there's no question that balanced luggers can be good sailers, as a fleet of our Martha Jane class cruisers demonstrates.

The jib and topsail shown here were standard in engineless fishing boats with strong crews. It was a fleet of Vendean fishing luggers with this rig off the French Biscay coast that shocked Claud Worth by easily outsailing his respectable English cutter (Claud Worth, *Yacht Cruising* p. 107-109 and 116-117).

Nowadays, when the engine does the ghosting, these zephyr kites don't make much sense, but they could add to the sport and they do look spectacular. There could be one on the foremast as well. At regattas, skippers of these boats went further yet, setting top gallants over the topsides on makeshift mast extensions. In light airs, such a rig might surprise more modern rigs than Worth's cutter.



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Front Rower Hand Stroke Not Limited

By Ron Rantilla

This is a response to Stephen DuPont's comments and suggestions in his recent letter in the September 15th issue regarding the Frontrower forward facing rowing system. For those who are not familiar with the Frontrower system, the operator faces forward and uses moving pedals connected to the oars by ropes and pulleys (instead of a sliding seat) to develop leg power (see Fig. 1). The system may be operated by legs only, arms only, or both.

For simplicity I use the term "sliding-seat reversing oars" to mean "traditional rear-facing sliding-seat sculling oars used with outriggers" (the traditional oars "reverse" the direction of motion).

The oars on the forward facing rowing unit you evaluated and returned in 1994 had fixed handles only (see Fig. 2). These fixed handles work fine for maneuvering, such as backpaddling, and for strokes where you do not lean forward and back, such as hands-free rowing, alternating strokes (like kayak paddling), or when you are leaning against the backrest (see Fig. 3). This was the way the 1994 unit was designed to be used.

Newer Frontrowers have optional movable handles located farther out on the oars (see Fig. 2). These handles eliminate the need to twist your wrists to follow the swing of the oars through their arc and for feathering (allowing the oars to feather automatically). They can be positioned as far out on the oars as needed to accommodate upper body lean, allowing increased use of your abdominal and back muscles (see Fig. 4A). The movable handles are movable along the length of the oar, allowing infinitely variable "gear changes." This same arrangement is used for the foot pedal attachment points, allowing infinitely variable "gear changes" for the leg portion of the stroke also.

The newer Frontrowers still have the fixed handles, and many people never use the movable handles. The power of your legs alone is sufficient to move a boat at cruising speed. The return stroke and feathering is accomplished by springs which pull the oars forward and rotate them flat. These springs are sized to pull the oars forward at a moderate speed, for a nice easy stroke. The use of your hands on the fixed handles, applying light forward pressure, gives a faster return stroke and allows more frequent leg power strokes, increasing power. Light rearward pressure with the hands adds power to the power stroke. This is the way most people prefer to use the system.

For all out power such as racing, using the movable handles allows you to develop at least as much power with your upper body as with sliding-seat reversing oar rowing. The hand stroke is actually longer with the Frontrower than it is with sliding-seat reversing oars (see Figs. 4A and 4B). Both systems' handles travel at about the same height above the hips during the power stroke, but the Frontrower's oar handles are lifted to clear the blades from the water, while the reversing oar's handles are lowered to clear the blades from the water. This higher position of the hands allows a longer stroke.

A handle and a foot pedal are better than a handle alone. Sliding-seat reversing oars

have one power path for each oar, combining both leg power and upper body power (see Fig. 5). All of the power passes to the oars through your hands. The Frontrower has two power paths, one for arm and upper body power, and a separate path for leg power (see Fig. 6).

This separation of the power paths has several advantages:

1. Your hands, arms, and back do not have to transmit the power of your much more powerful legs.

2. You can choose separate leverage ratios for your leg stroke (which is short and powerful) and your arm and upper body stroke (which is longer and weaker).

3. You can row hands free.

I considered your suggestion of criss-crossing the oars, which would not increase the length of the hand stroke but would reduce the arc swing of the oars for a given stroke length. The arc swing seems about right as it is. I like to swing about 50 degrees forward and 50 degrees aft (see Fig. 6). To reduce or increase the arc swing with the same stroke length, you move the pedal and movable handle attachments outboard or inboard.

You expressed doubt that my rig could ever equal sculling with outriggers. The Frontrower has outperformed identical boats with sliding-seat reversing oars on many occasions. One example was the 1996 Blackburn Challenge where, using a Frontrower in an Alden Ocean Shell, I beat the entire fleet of sliding-seat touring shells (including several Aldens) by more than seven minutes, and also bettered the fastest time for sliding-seat touring shells in the 10-year history of the race.

Regarding your comments on weight shifting, the balance point of my total body mass shifts less than one inch during a full stroke on the Frontrower. It shifts about 22 inches during a full stroke with a sliding-seat rig. There are three undesirable results from sliding back and forth:

1. The weight shifting causes the boat to pitch.

2. The acceleration and deceleration of body mass varies the speed of the boat, which increases resistance through the water.

3. The acceleration and deceleration of body mass takes energy, which serves no useful purpose.

I assume the measurements you recorded while towing a water speedometer were taken while rowing with a sliding-seat rig, and not with a Frontrower, which goes slightly faster on the power stroke.

If someone is looking for a system which duplicates the stroke of sliding-seat reversing oar rowing but faces forward, the Frontrower is not for them. But if someone is looking for a system which faces forward, makes efficient use of arm and leg power, is comfortable and easy to use, and can beat the pants off sliding-seat reversing oar systems, then they should consider the Frontrower.

My new video tape, "The Frontrower," shows the different Frontrower strokes in a variety of boats, including overhead views looking down from a tripod mounted above the boat. It also has some race footage. I believe it will do a much better job of communicating these hard to visualize concepts than written words and drawings.

If anyone is interested in viewing a copy of this tape, please send a \$15 deposit (refundable on return) to: Ron Rantilla, Aquamotion Systems, 30 Cutler Street, Warren, RI 02885.

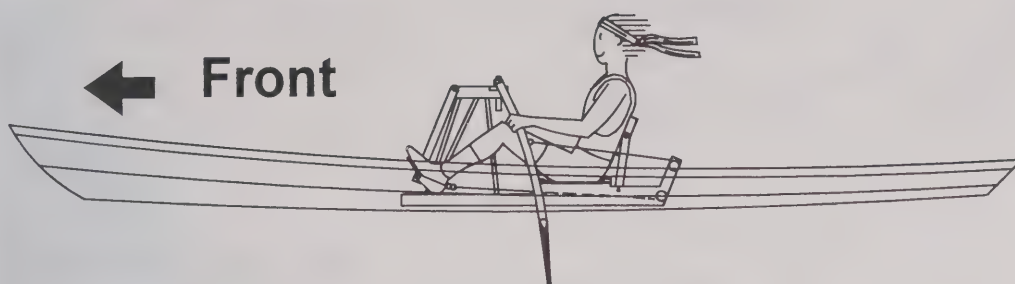


Fig. 1. Frontrower forward facing rowing system using foot pedals instead of sliding seat.

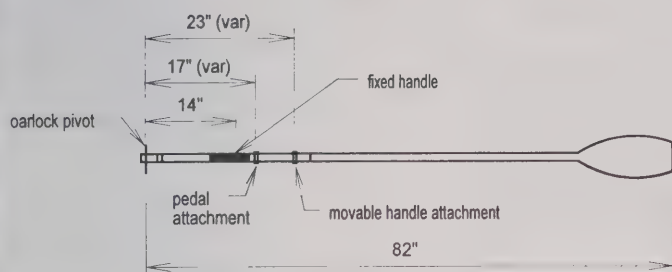


Fig. 2. Frontrower Oar

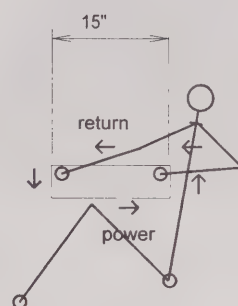


Fig. 3. Fixed upper body strokes.

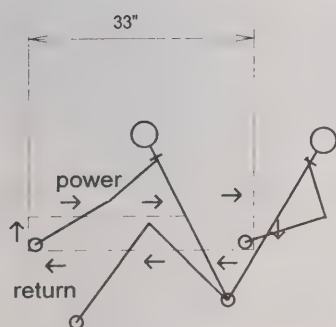


Fig. 4B. Sliding-seat reversing oars upper body stroke with lean.

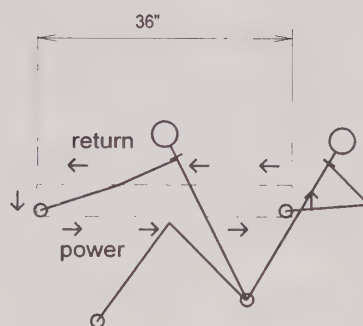


Fig. 4A. Frontrower upper body stroke with lean.

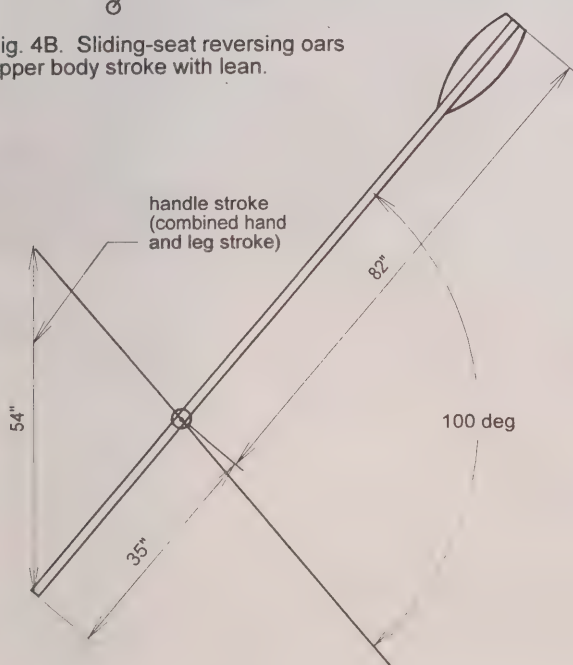


Fig. 5. Sliding-seat reversing oars have one power path. Hands must transmit leg power as well as upper body power.

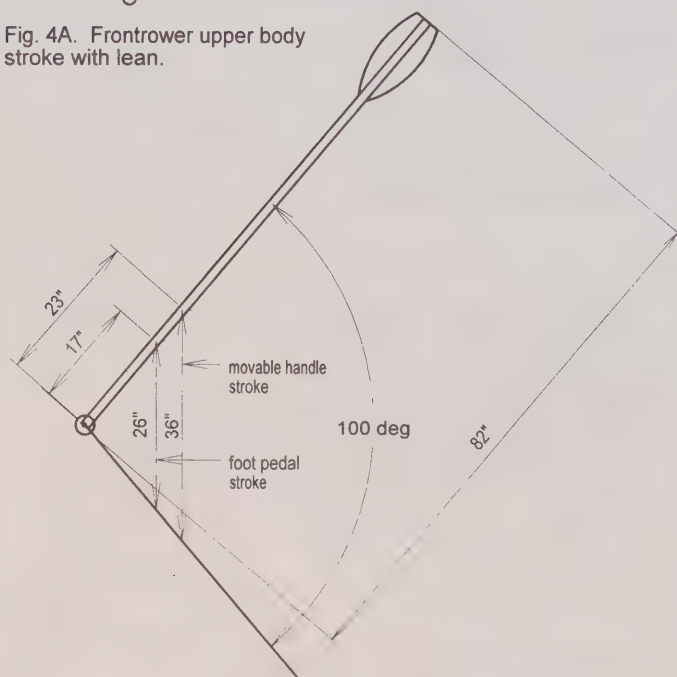


Fig. 6. Frontrower oars have two separate power paths. Hands do not transmit leg power.

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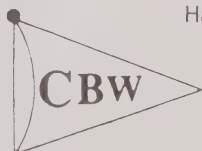
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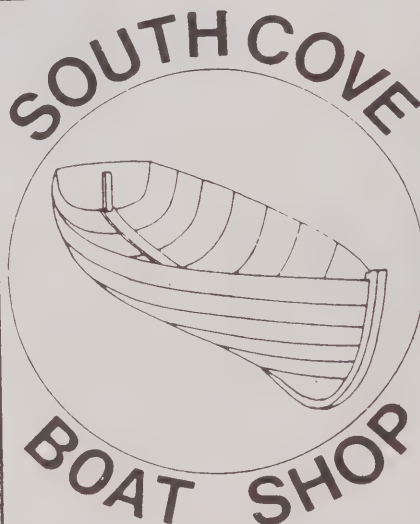
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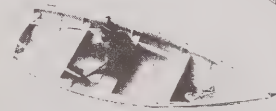
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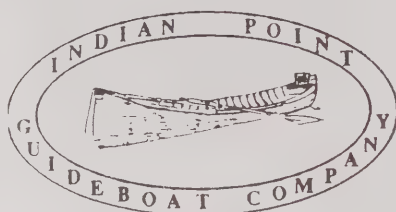
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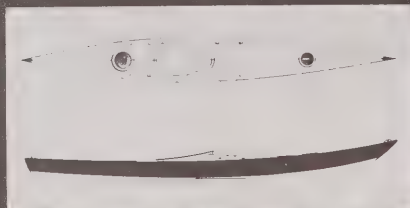
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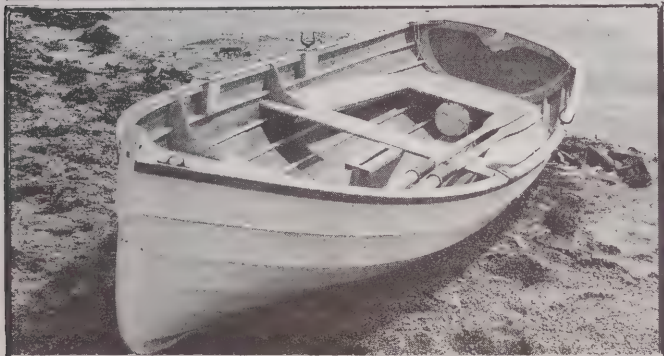
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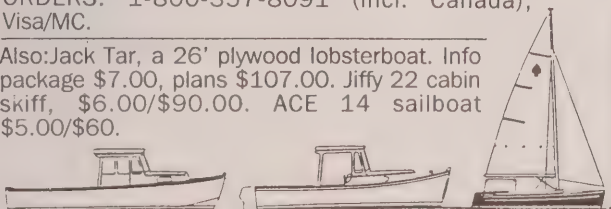
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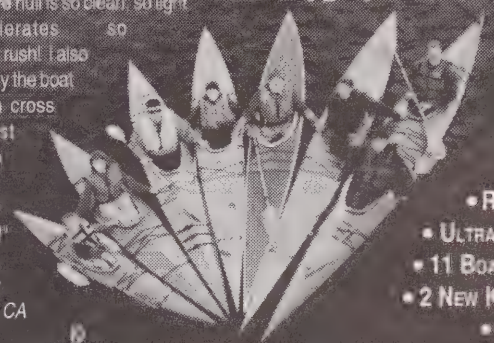
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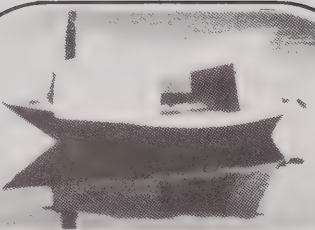
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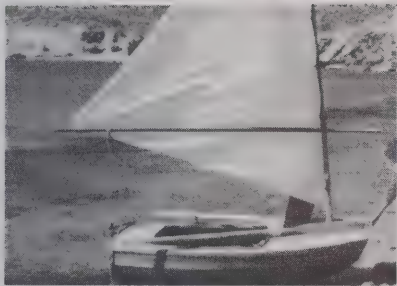
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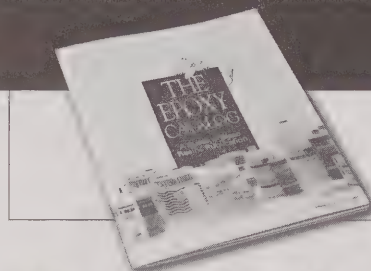
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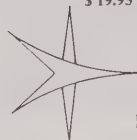
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'57 Crestliner Jetstreaks, red & white, fully restored alum runabouts w/orig trlrs. 12' 2 seater w/ electr start Johnson 18hp. \$2,000. 14' 4 seater w/ Mercury Mark 55E. \$2,500. JOHN MC SWAIN, 4155 SR11, Deland, FL 32724. (904) 734-8786. (13)

11' Barnegat Duck Boat, FG hull. Exc cond. 2 person capacity. Traditional color, locking cockpit cover, inside shelves, engine mount, canvas weather shield. Lightly used, stored indoors. W/trlr. \$1,200 OBRO. C. SHERRILL, Beverly Farms, MA, (508) 927-3700. (13)

Too Many Canoes: 16'9" Blackhawk, "Waters Meet", ivory FG w/white ash & black walnut. \$1,200. **14'2" Blackhawk**, "Zephyr", green turquoise kevlar layup, white ash, black walnut. \$1,200. **11'8" Blackhawk**, "Shadow", green turquoise FG, white ash. \$800. **20' Old Town**, Guide, '34, w/canvas, spruce gunwales. \$500. TOM HELD, Racine, WI, (414) 634-1272. (TF)



Black River Guideboat, 14' electric power. New cond, white cedar epoxy sealed, w/new 12v marine battery & new trlr (100+/- issues MAIB incl. Deliver east coast. \$950. F.P. BROWNING, P.O. Box 398, Jamestown, NC 27282. (13)

Interesting Project Boat, 21' Bock (English) sailing dinghy. FG hull in gd shape nds inner deck (floor) replaced & added foam slab flotation. High aspect ratio sloop rig w/ dacron sails, alum spars & SS rigging. OB motor mount, FG cuddy w/room to slp 2, metal CB, steel trlr. Could be converted to grt camper/beach cruiser or use as is. \$750 cash takes it. Can be seen at Pert Lowell Yard, Newbury, MA. R. ELLIOTT, Rowley, MA, (508) 948-2389. (13)

Sunfish Sailboat, new padded hiking strap, Harken hexaratchet block, Beckson hatches. Absolutely topnotch cond, fast sailer. \$850 OBRO. **5.8 Meter Aleut Baidarka (Kayak)**, hand-made w/cedar & carbon fiber ribs, 6061 aluminum stringers, sewn nylon skin. Fast and tippy! Designed for smaller individual (150lbs or less). \$450 OBRO. **CLC 14' Severn Kayak**, blt w/okoume marine plywood & epoxy/glass. Deck finished bright. Yakima adjustable footpegs. Beautiful, responsive & light! \$375 OBRO. **White Water Kayaks (2)**, appear to be kevlar constr (make unknown). Each incl paddle. Cheap fun! \$125 ea or both for \$200. PAUL LABRIE, Lee, NH, (603) 659-2187 before 8:30pm. (13)

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Non-subscribers and commercial businesses may purchase classified ads at \$.25 per word per issue. To assure accuracy, please type or print your ad copy clearly. Mail to *Boats*, 29 Burley St., Wenham, MA 01984. No telephone ads please.



'87 Stur-Dee Cat, 14'5" x 7' Edson Schock design; FG hull w/mahogany & oak trim; well-appointed camp-cruiser incl fitted canvas boom tent, compass, head, Danforth w/chain & nylon rode, teak & s/s boarding ladder, 130sf marconi main w/2 sets reef points, 4hp Johnson w/wrap-around fuel tank, & galv trlr. Cruising history incl Lakes Superior, Huron, Michigan, and Erie as well as Cape Cod, Mystic, & Cayo Costa, FL. Lovingly maintained. Must sell, nd larger catboat. \$5,500. TONY WOODRUFF, Cutler, IN, (765) 268-2287. (13)

16' Point Jude Classic CB Sailboat, '89. Many extras & upgrades incl custom mooring cover, trlr, etc. FG w/nice teak detailing. Cited in *Sail and Sailing* magazines as grt boat to spend the day in. \$4,800. JOHN LUBRANO, Great Barrington, MA, (413) 528-5799, e-mail: lubrano@ben.net. (15P)

Friendship Sloop, 30' lod, 24' lwl, 9'6" beam, 5'3" draft. *Eastings*, #13 FSS was blt by C.A. Morse in '20 & rblt in '77. 4 bunks, enclosed head, full galley, Atomic 4, full safety & cruising equipment. Mahogany strip planked/Vetra/epoxy, internal lead ballast, rewired & reinstrumented '97. \$15,000. ART TONCRE, Rockland Harbor ME, (207) 596-5514. (13)



Whisp, 16' lapstrake okoume plywood rowing/sailing skiff. Launched '96. Bristol cond. Nat Wilson sail. Custom spoon blade oars. \$2,300. AL BUXTON, Radnor, PA, (610) 687-6476.

30' Workboat, blt '31 by Steve Watts. Watts Boatyard, Marion, MA (now Burr Bros.). Used as yard workboat for over 50 yrs. Cedar planked on oak frames, copper rivet fastenings. Powered by 6cyl Chrysler. Dual steering stations, standup pilot house w/wheel fwd, tiller steering aft. Self bailing cockpit. \$1,700. 12' FG Whitehall, blt by Hiliner Marine '88. Nice boat that rows well & looks gd. 1 rubrail broken, mahogany for replacement incl. Now caring for 4 wooden boats & don't have time for its upkeep. \$350. BILL BEARDSLEY, Marion, MA, (508) 748-0851, email: bill.beardsley@sippican.com (13)

Bolger Sharpie Skillygalce, (MAIB 1/1/97), 29' x 7' x 18", off-center board, catyawll, trlr, 8hp Honda, forced air oil heat, spacious cockpit, roomy v-berth, currently chartered. Vy gd cond. Located Glacier Bay, Alaska. Buy it and cruise Glacier Bay next summer, then sail the inside passage south or use easy barge connections to Seattle. \$6,250. DAVID KOSCHMANN, Gustavus, AK, (907) 697-2282, email: lkoschmann@hotmail.com (13)

12' Bolger Cartopper, row, sail, motor. Beautifully blt. Folding alum mast & boom by Balogh Sail Designs. Custom boat cover. \$495 firm. MARSHALL KATZ, Alexandria, VA, (800) 927-3131 days, (703) 941-4310 eves. (13)

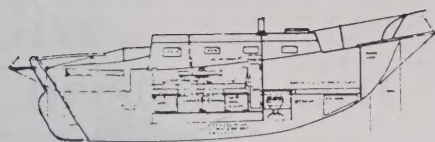
O'Day Daysailer II, complete except for rudder. Minor hull damage, would make exc winter project. Priced to sell. JON HEDMAN, Stoughton, MA, (781) 344-8713. (13)

16' Feathercraft Falcon II, '59, 35hp Johnson & trlr. All orig. Lks grt, runs perf, photo on req. SONY MUGELE, Casselberry, FL, (407) 695-6642, lv message. (13)

Beetle Cat, currently in water. Gd cond, ready to sail. \$1,600. JOHN WHEBLE, Kingston, MA, (781) 585-6962. (13)



23' Casco Bay Hampton, charming camp cruiser. Lug-rigged cat ketch, lines from Chapelle's *American Small Sailing Craft*. Launched '84. Pine strip planks on white oak frames, 1,200lbs interior lead ballast. Incl 6' cedar lapstrake pram, 2hp Johnson, Bohndell sails, oars, 3 anchors, etc. Ready to sail away cond. Asking \$6,000. STEPHEN FLORIMBI, 23 Jones Hill Rd, Appleton, ME 04862, (207) 785-2712, email: watershd@midcoast.com (13)



Help Me! I have a 23' full-keel bare hull & deck but I want a smaller boat to mess about in. The hull is a Glanders Cay, it has the ballast installed, new mast & rigging, new sails, 8 opening ports & other goodies. I want a small boat to camp/cruise in w/ my son. I really like the Redwing, mini-tugs, West Wight Potter, Vagabond etc. I am leaning toward power right now but still have an interest in sailing. So if you've dreamed of building a full keel standing headroom sailboat you can buy my outfit for \$3,800 or if you have a boat to trade I am willing to barter (trade up or down).
STEVE RITZENTHALER, 680 Bischoff Rd., New Carlisle, OH 45344, (937) 882-6869. (13)

14' Picnic Boat, 48" beam, FG on wood. 2 R/S. \$650. **16' Double Paddle Canoe**, w/seat & paddle. \$400. **12' Family Skiff**, 49" beam, 16" depth. 2 R/S. \$850.
BOB PARENT, Coram, NY, (516) 736-5605 eves & wknds. (13)

21' Star Island Sloop, full keel, dk grn hull, brnz ports, teak trim, wood spars, British Seagull OB, new cushions & sails. \$6,850.
SETH, Orleans, MA, (508) 255-0994. (13)

12' Seagull FG Sloop, new cover, trlr. Vy gd cond. \$900.
PETER BROWN, Alexandria, NH, (603) 744-5163. (13)

Westerly Pageant Sailboat, stored @ Smith Mt. Lake, VA. BO.
KEN PAGANS, Corpus Christi, TX, (512) 949-9386. (13)

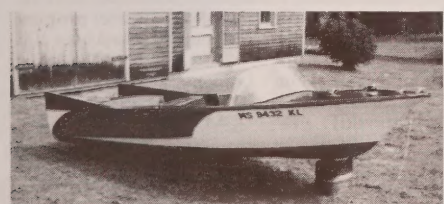
Canoes, 9 used. **Alden Shell**, used.
FERNALD'S, Rt. 1A, Newbury, MA 01951, (978) 465-0312. (13)

Freestyle Flatwater Canoes, 2 in exc cond: WeNoNah Egret tandem w/ash trim, 2 Mitchell paddles w/paddle bag & thwart bag. Pat Moore Reverie solo w/ash trim, 2 saddles (small & medium), Moore paddle & paddle bag, thwart bag/. \$500 ea.
EDWARD FEINBERG, 25 Winthrop Rd., Brookline, MA 02146, (617) 734-6507. (14)

WeNoNah Sea Otter, 16.5"x25" FG sea kayak. Rudder, stern hatch & bulkhead, bow PYH1 port & drag, spray skirt, orange deck, white hull. Exc cond. \$850 (over \$2,100 for new one).
MIKE RUSSELL, Norfolk, VA, (757) 423-0387 eves, (757) 686-7362 days. (14)

Supercat Catamaran, '95 Caribe' (forward "air flow" tramp for lounging & cruising rig for quick but stable & manageable sailing), 19'x 8'5", full hull, tramp & rudder covers. Cooper trlr w/spares, winch & sailbox. Will deliver east coast. Lying Alexandria VA. \$10,500, reasonable offers considered.
DAN KUNZ, Alexandria, VA, (703) 960-3544. (14)

14' Mad River Winooski Canoe, green hull, wide beam, vy stable, new '96. \$650.
PETE SMITH, Attleboro, MA, (508) 226-9579. (14)



15' Runabout, lae '50's FG, burgundy & white topsides & deck, grt hrdwre, ready for water. \$800.
MICHAEL STEPHENS, Gloucester, MA, (508) 281-6163. (14)

Com-Pac 19/2, '87, top shape classic old design sloop in FG, carpeted, w/teak & hvy bronze & SS fittings, 6hp Johnson & battery, galv 4 wheel hvy duty trlr. Slps 4, fresh water based. \$8,900. **Com-Pac 16**, '82, gd shape classic old design sloop in FG, 4hp Johnson, galv tilt trlr. Slps 2. \$3,000.
ERNEST STELLER, JR., Canaan, NH, (603) 448-3867. (14)

Little Wing, 19' ply/epoxy cat yawl, similar to Bolger's Long Micro. Launched '97. Incl 5hp British Seagull & trlr. Must sell. Wife made me get bigger boat.. \$4,000.
JOHN CHURCHILL, 621 River Strand, Chesapeake, VA 23320, (757) 625-4878 work, (757) 547-7714 home. (14)

18' Boothbay Harbor Sloop, home made carvel planked, lg cockpit. Nds cosmetics & attention to garboards. Trailerable. As is \$500. Other boats for sale also.
JASON CLARK, The Carpenter's Boatshop, Pemaquid, ME 04558, (207) 677-3768. (14)

Prindle 15 Catamaran, sails & trlr w/new tires. All gd cond.
HOWARD SCHAFER, Stuart, FL, (561) 287-4793. (14)

FREE*FREE*FREE, ca 1892 Gil Smith catboat, w/rigging & sails. Free for the taking.
LINDA DIETRICH, Riverhead, NY, (516) 369-2023. (14)

22' McGregor FG Sloop, trlr, new sails & rigging, CB, kickup rudder. Ready for ocean, lake, good times. Bought a bigger boat. \$1,950 grt buy.
NATHAN ZOLL, Beverly, MA, (978) 922-4002. (14)

14' Whitehall, '80, mahogany trim, bronze fittings, exc cond, w/2pr Shaw & Tenney oars. \$1,600.
CHARLES SMITHEY, Victoria, TX, (512) 578-8339, (512) 573-7896. (14)

BOATS WANTED

Launch, or Open Type Boat, 18' min to mid-20's. IB & used a must. Wood, FG, steel. Cond more important than age. Will be used for private fishing only.
MICHAEL SHERWOOD, Bourne, MA, (508) 759-7796, Fax (508) 759-2291. (13)

Montgomery 15 Sailboat.
KEN PAGANS, Corpus Christi, TX, (512) 949-9386. (13)

Sea Pearl, preferably late model w/ballast tanks.
LOUIS MACKALL, 135 Leetes Isl. Rd., Guilford, CT 06437, (203) 458-8888 ext 25 days. (13)

8' Molly Waldo Dinghy or 10' Baker Island Tender.
C.C. PETERSON, Milford, CT, (203) 877-3832. (13P)

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Mast, for 19' Lightning, alum or wood in gd structural cond, w/wo rigging. Reasonable.
TOM CROSBY, P.O. Box 223, W. Chesterfield, NH 03466, (603) 256-6652. (14)

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'77 Sabb Diesel, Model 2HSP, Serial 98 2cyl watercooled 4 stroke engine. 16hp @2,000rpm w/ blt in 2:1 reduction gear, clutch, reversing mechanism, 2 blade fully feathering 18" diam prop. Weight 420lbs, width 19", length 31" (add 8" for hand crank), height 26". \$1,600 firm..
GENE GIFFORDS, E. Islip, NY, (516) 582-1808, 8-5. (14)

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DESIGN WORKS, Dept MC, Box 880, Silver Spring, MD 20918. (TFP)

Antique GoodYear Sea-Bee 5hp OB, ran vy well but has not been run in 25 yrs. Always stored indoors. \$150 or BRO.
PAUL LABRIE, Lee, NH, (603) 659-2187 before 8:30pm. (13)

16' Swampscott Dory Mold, cored FG, 48" beam, fast, seaworthy, pretty boat. Bld 1 or fleet. \$200. **Coremat**, 2mm thick, 38" wide, abt 25yds. \$50 delivered (Defender gets \$7.40/yd!).
MIKE RUSSELL, Norfolk, VA, (757) 423-0387 eves, (757) 686-7362 days. (14)

GEAR WANTED

AMF Flying Fish Mast, 22'4" or longer, 4" base diam w/bolt rope extrusion slot. It's an unstayed FG mast.
PETER BROWN, Bristol, NH, (603) 744-5163. (14)

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Canoeing Journals of James S. Cawley, 1915-1919. Available in paperback. Daily writings of canoeing & camping on various adventure cruises. Written by co-author (with wife) of *Exploring the Little Rivers of New Jersey*, these journals were re-discovered & are now published for the 1st time, \$10 post-paid.
NANCY C. JEROME, 160 Godfrey Rd., E. Thetford, VT 05043. (TF)

The Wee Lassie, a quarterly newsletter devoted to the open double paddle canoe. 8 yrs of publication. \$5 for 1 yr trial subscription.
MAC Mc CARTHY, 1705 Andrea Pl., Sarasota, FL 34235. (TF)

Voyages of the Damn Foole, Tom McGrath's first "officially" published book will be on sale in book stores and gift shops that carry International Marine/Ragged Mountain Press books, by St. Patrick's Day, "if the luck of the Irish is with us", reports Tom's #1 fan and landlubbing daughter Erin. Inquiries for ordering of *Voyages of the Damn Foole* should be addressed to the following:
MC GRAW HILL, Inc., Customer Service Dept., P.O. Box 547, Blacklick, OH 43004. Retail customers may call 1-800-262-4729; bookstores may call 1-800-233-4726. (TF)



Egret, 14'9"x 54" Wetlands Punt, plywood/epoxy or conventional wood construction. Row, punt, gas or electric OB. Plans \$55. Flyer \$1.
BOB REYNOLDS, P.O. 898, Solomons, MD 20688, (410) 326-0825. (14P)



Building Plans: "Fiddlehead", 10-1/2' decked canoe. \$39. **Thistle**, 12' fin powered pedal boat. \$50. Traditional constr, full sized patterns, extensive bldg manuals. Send for details
H. BRYAN BOATBUILDING, RR4, St. George, NB E0G 2Y0, Canada. (97P)

Row to Alaska by Wind & Oar, new book about adventure of retired couple rowing up Inside Passage to Alaska. Reviewed in March 15, 1995 issue. \$12 postpaid.
NANCY ASHENFELTER, 3915 "N" Ave., Anacortes, WA 98221. (TF)

From My Old Boat Shop, Weston Farmer's great book republished with added Farmer material. \$49.95 +\$3 S&H, or send SASE for descriptive bulletin.
WESTON FARMER ASSOCIATES, 18972 Azure Rd., Wayzata, MN 55391. (TF)

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W.F. SARGENT, 636 N. River Rd., Auburn, ME 04210-9472. (TF)

Tom McGrath's Short Tales, boxful found during recent cross country move. Readers of Tom's by-gone series of adventures with his Townie and the *Damn Foole* in this magazine interested in purchasing one of these amusingly illustrated 8-1/2"x 11" bound books, may do so by sending check for \$12 payable to the undersigned (Tom's daughter). Proceeds will help fund Tom's next adventure at sea.
ERIN RUOCCO, 5066 W. Kingbird St., Tucson, AZ 85742. (TF)

\$200 Sailboat, 15'6"x4'6". Plans w/compl directions, \$20. Info SASE.
DAVE CARNELL, 322 Pages Creek Dr., Wilmington, NC 28405. (TF)

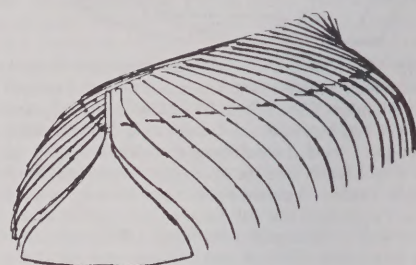
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D.R. GETCHELL, SR., 56 Pease Town Rd., Appleton, ME 04862-6455. (TF)

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DOWN EAST DORIES, Dept. MB, Pleasant Beach Rd., S. Thomaston, ME 04858. (TF)

"Sleeper", 7' 10" car toppable sailing cruiser. Slps 2 below deck. Plans \$37, info \$3.
EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (97P)



Cosine Rowboats, offsets for six 8-21' wineglass boats, design program, stripping instructions. \$30.
JOHN HARTSOCK, 619 Sater Ln., Edmonds, WA 98020, (425) 774-5846, email: jahartsock@msn.com (15P)

BOOKS & PLANS WANTED

Kayak Leeboard Plans or Kit, to fit Folbot Aleut or hard shell kayak.
MICHAEL SCHODOWSKY, 27216 Cook Rd. Lot #12, Olmstead Twp, OH 44138, (216) 427-0340. (14)

Wanted Books & Plans: Boat Plans, preferred rolled; nautical books, soft & hard, gd cond; hunting & fishing books; old boating magazines, *Rudder*, *Motor Boating*; *Motor Boating* "Ideal Series Books"; nautical charts; boat models, any cond, no plastic.
THE BOAT HOUSE, 15 State St., Newburyport, MA 01950, (508) 462-2072. (14P)

Old Town Canoe Catalogs.
LEROY SAYERS, P.O. Box 386, Smyrna, DE 19977, (302) 653-9487 or (302) 653-2628. (19P)

Boating Magazines, from '60's, '70's & early '80's. Also *Nautical Quarterly* and *Mariner's Catalog* #7.
FRANK LIGGETT, 1917 Lewis Cir., Raleigh, NC 27608, (919) 782-0094. (13)

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Summer Rental, house on Swans Island, Maine, nr Acadia National Park. 3br, bath, kitchen. View of harbor, hiking on ppty, & many other places on island. Fresh water swimming in nearby quarry, grocery store on isl. Two sand beaches, launching sites for small boats. Access to island by ferry 6 times daily. \$575/wk, Sat-Sat.
IVER LOFVING, After April 10, Box. 366, Swans Is. Me., 04685 (207)526-4121, or (207)773-9505. (TF)

Seeking Master's Position, former captain of 4 yrs service on 122 ton square rigged 17th century replica of Henry Hudson's *Halve Maen* (*Half Moon*) seeks position as Master, full or part time on power or sail on the eastern seaboard. Over 50,000 miles of trouble-free experience during the last 10 yrs on the Atlantic Ocean, Bahamas, St. Lawrence Seaway, Nova Scotia & Great Lakes. Will consider position as Mate or assistant to Mate on any vessel over 100 tons.
BILL KIRK, Captain's Delivery Service, 19 Argyle Pl., N. Arlington, NJ 07031, (201) 991-6894, fax (201) 460-0011. (TF)

Maine Coast Rental, Spruce Head. 2BR on tidal cove. Views, deck, FP, mooring, sail/row dinghy. Avail 6 & 9/97 @ \$575/wk & 6/28-7/19 @ \$675/wk. Row, sail or paddle Seal Harbor & Penobscot Bay. 3 MITA islands nrby.
FRANK O'BRIEN, Roslindale, MA, (617) 323-4759. (TF)



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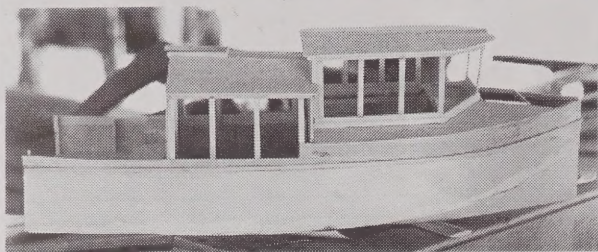


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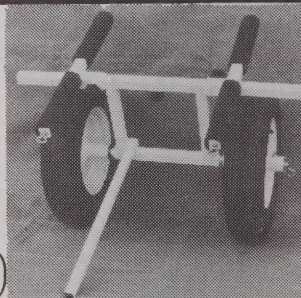
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